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# Navy News

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No. 168, 15th YEAR, JUNE, 1968

Published first Thursday of the month

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## Pay and 'perks' boost

Under the current incomes policy of the Government, the maximum amount of 7 per cent. has been agreed as an increase in pay for all ratings, and all officers including doctors and dentists. The award is back dated to April 1.

There is also an increase of 3s. per day in the out-of-quarters addition to marriage allowance.

The Government has accepted the suggestion of the Prices and Incomes Board that the increase should be treated as a "global" sum, within which the Ministry of Defence will be free (subject to the usual Treasury approval) to make adjustments and minor changes in pay scales where desirable.

Exact pay scales will be promulgated as soon as possible, along with details of the other adjustments, but the extra marriage allowance will be paid as soon as practicable.

The Prices and Incomes Board is to undertake a thorough-going review, to be completed within a year, in order to examine the possibility of evaluating Service jobs and comparing them more exactly with those in civilian life, and simultaneously to examine the basic structure of Service pay and allowances.

The present award is, therefore, an interim payment. Any new system of pay that may be desirable in the light of the review can be introduced about the same time next year.

## 'DROPPING IN' BY PARACHUTE

Many commanding officers have joined and re-joined their ships "by air," but Lieut.-Cdr. Brian Forbes, Commanding officer of H.M. submarine Onslaught, re-joined his ship "by parachute."

Onslaught was submerged in the Johore Straits when the officer of the watch, at the periscope, saw his captain jump from a Hercules aircraft flying overhead.

Lieut.-Cdr. Forbes, who underwent pre-jump training at R.A.F. Station, Changi, jumped from 1,000 feet with 15 Royal Marines.

He said afterwards: "We work closely together, and I wanted to see it all from their viewpoint."

He spent about 20 minutes in the water before Onslaught surfaced beneath him and he came up on the casing.



Serious occasion for the guard of honour, unmoved even by the friendly smile of the Queen Mother

## Queen Mother aboard Resolution

Sailing from Portsmouth in the Royal Yacht Britannia on May 6, Queen Elizabeth, the Queen Mother, arrived at Faslane on May 10, where she was met by the First Sea Lord (Admiral Sir Varyl Begg), Mr. Maurice Foley (Parliamentary Under-Secretary of State for Defence for the Royal Navy), Lord Winterbottom, and the Commodore Clyde (Commodore D. G. Kent).

Visiting H.M.S. Neptune.

the Clyde Submarine Base, the Queen Mother took the salute and addressed a parade of 1,000 officers and men, watched by about 1,000 spectators.

Referring to the great part played by the submarine service in the winning of two world wars, the Queen Mother said that with the advent of nuclear power an entirely new horizon had opened for it.

In the long run, however, the efficiency of the Service was more dependent on the men who served in the ships than on the increasing sophistication of the ships themselves.

After a tour of the base, the Queen Mother met the crew aboard H.M.S. Resolution, Britain's first Polaris submarine, which she launched in September, 1966.

She was presented with a picture of the submarine and another of a Polaris missile emerging from the sea. She also looked down a launching tube, saying, "Heavens, I would never have thought it was so big."

The pen with which she signed the submarine's visitors' book was one presented to the 9th Submarine Flotilla by King George V in 1918.

The Queen Mother was presented with a brooch and a silver model of Resolution, made in the Base workshops by ERA A. Malcolm.

After a visit to the Royal Naval Armament Depot, Coulport, the royal visitor returned to Britannia to continue her cruise to Rothesay, Iona, Loch Ewe, and Scrabster.

## Force for the Mediterranean

Mr. Denis Healey, the Defence Secretary, informed the NATO Defence Ministers in Brussels on May 10 that Britain is to assign an amphibious force to NATO in the Mediterranean.

The Defence Secretary told reporters that this would "meet the increase of Russian activity in this theatre."

The two frigates which had been due to leave the Mediterranean would remain there, for assignment to the Supreme Commander, Allied Forces Europe.

H.M.S. Albion and Bulwark, the two commando ships, and the assault ships Fearless and Intrepid, with their associated Royal Marine Commandos, were also earmarked for the same command.

## 'Buzz' that upset a bride

There's a buzz in the Navy, and being as accurate as most of the others has resulted in at least one bride having honeymoon hopes dashed.

Ratings obtaining discharge by purchase get their final not entirely unconnected with

"settling up" at the Release Office, Royal Naval Barracks, Portsmouth. When the first "buzz" victim arrived, confidently expecting that he would get an income tax rebate amounting to two-thirds of his discharge fee, the staff were puzzled.

Many more have arrived since then, and have had to have the bad news broken gently—not a hope of any income tax rebate.

In many cases, marriage being not entirely unconnected with release, the money has already

been earmarked for furniture or other domestic requirements.

One leading seaman was absolutely floored. He had expected £60, and had earmarked the money for a honeymoon.

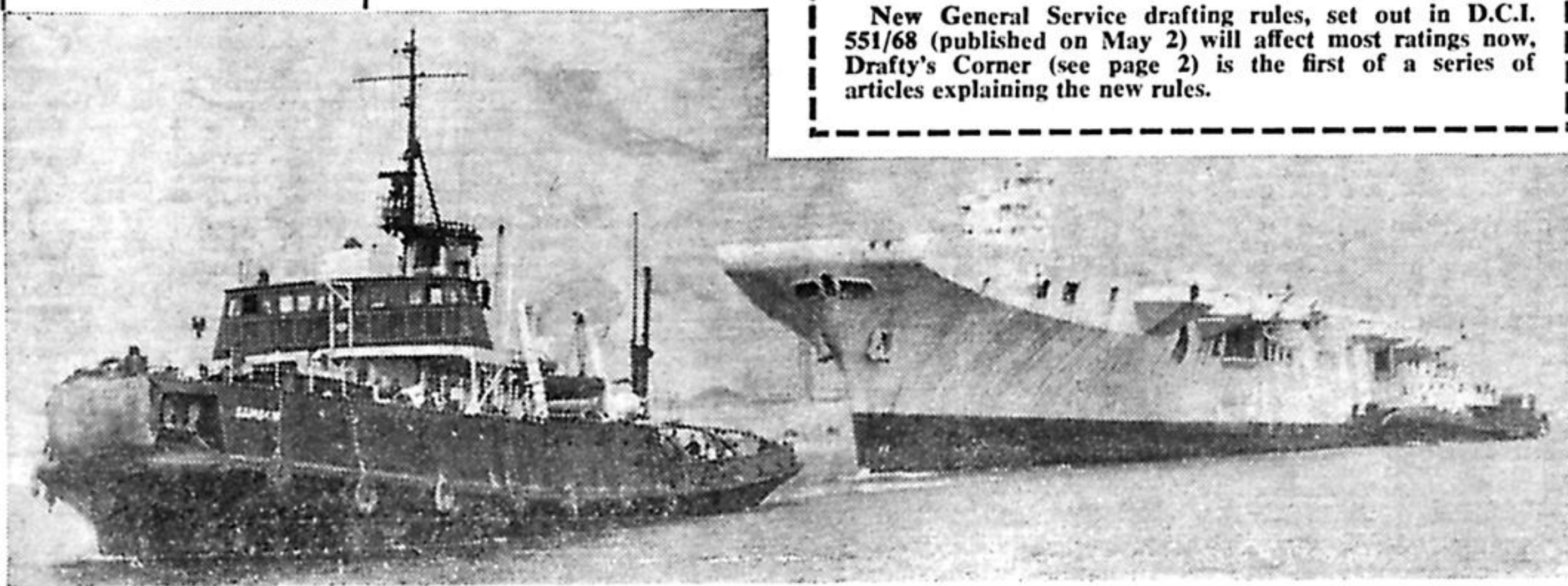
It is possible that some ratings are entitled to income tax rebates for other reasons—for example in relation to re-engagement bounties—but for DBP fees, no!

## THIS D.C.I. IS A "MUST"

New General Service drafting rules, set out in D.C.I. 551/68 (published on May 2) will affect most ratings now. Drafty's Corner (see page 2) is the first of a series of articles explaining the new rules.

## FAREWELL

Leviathan leaving Portsmouth Harbour for the breakers' yard. (See page 11)  
 (Photo PO D. Morris)



## BRITISH WARSHIP NAMES

by Captain T. D. Manning and Commander C. F. Walker. 8vo. 498 pp.

This invaluable work of reference begins with a history of ship-naming from earliest times to the present day. Then follows a comprehensive dictionary of ships' names which includes the name of every warship of importance which has served in the Navy. Not only is the derivation of the names given, but also the dates and brief details, including war services of the ships which have borne them. Illustrated by decorations showing stern carvings of British Sailing Warships.

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# Get your sights on new rules

By now I hope you will all have read D.C.I. (R.N.) 551/68 about the new drafting rules. If you haven't yet seen it, then make a point of doing so, as it will affect your drafting at some time in the future.

This article merely gives some of the background to the change.

Since the present drafting system was established, the shape of the Navy and the deployment of the ships have changed greatly and so far as most of us can see, they are likely to go on changing.

Also the views on service of men and their families have changed, and today perhaps the most important factor to be considered is the degree and frequency of separation.

## Separation factor

The new division of service is based on the separation factor, and a more exact definition of the two new types of service would be "unaccompanied" and "accompanied."

This you will agree is a bit of a mouthful, so the more easily digested terms "Sea Service" and "Shore Service" are being used.

For those serving on a General or Foreign Service Commission it was not possible

## DRAFTY'S CORNER

to make any improvement in their degree of unaccompanied service by alteration of the drafting procedure.

This will only be achieved by a change in the pattern of the commission, and one can foresee this happening in the mid-70's when we leave Singapore and the Persian Gulf.

So, we are left with Local Foreign Service and Home Sea Service.

Home Sea Service was unpopular on several counts. It came at an unpredictable time during the period of U.K. based service, and was well known to be a lot of Sea Service and very little Home.

## Seemed unfair

Local Foreign Service was a popular type of service for those who could be accompanied by their families. But for those who did not get this type of service, it seemed unfair that a man living in very reasonable conditions and getting home most nights should count this service as Overseas Service, the same as a man unaccompanied on a G.S.C. or F.S.C.

Therefore, working on the Unaccompanied - Accompanied

able formula, it was decided to scrap the old concept of Overseas Service and U.K. Based Service, and reclassify service as Sea and Shore.

So now we have:

### SEA SERVICE

General Service Commission.  
Foreign Service Commission.  
Home Sea Service.

Local Foreign Service at Sea (Accompanied).

Local Foreign Service at Sea (Unaccompanied).

Local Foreign Service Ashore (Unaccompanied).

### SHORE SERVICE

Port Service in U.K. (including Service in ships classified as Port Service).

Local Foreign Service Ashore (Accompanied).

For the General Service Commission, Foreign Service Commission, Local Foreign Service at Sea, Local Foreign Service Ashore (Unaccompanied) and Port Service, there is virtually no change.

However, the future pattern of drafting for those on Home Sea Service and Local Foreign Service Ashore (Accompanied) is likely to be different.

You may wonder why L.F.S. at Sea (Accompanied) has been placed with Sea Service when most ships on this type of service spend a great deal of their time in port.

The answer is that these ships, like those on Home Sea Service, are liable to spend a great deal of time away from their base

port when there is a crisis in their operational area, but if all is calm and tranquil they do spend a long time in port.

We must write the rules to deal with the case where most separation may occur, otherwise Drafty will be in trouble when ships spend a long time away from port.

How will the new pattern of drafting work in practice? Your service will now alternate Sea Service-Shore Service-Sea Service. There will no longer be the threat of H.S.S. splitting up your Port Service at some time during your period of U.K. Based Service.

Once on shore service, you will remain until due for your next stint of Sea Service.

## Varied service

Drafty will, as in the past, try to vary your Sea Service so that you do a different type on each occasion of draft to sea.

However, success here will continue to depend on what jobs are available when you come to the top of the roster for Sea Service.

Men drafted to Home Sea Service will now get longer notice of draft—normally about five months, similar to men on draft to G.S.C. and F.S.C.—and will also do a worthwhile commission in the ship.

Men who volunteer for L.F.S. (Ashore) (Accompanied) may now be drafted to such service direct from sea, after G.S.C./F.S.C./H.S.S. leave, and back to sea on completion of their L.F.S. leave if they have reached the top of the roster for Sea Service.

If there are not enough volunteers, men will be drafted from the top of the roster for Sea Service and, if they are sub-



"The way I read this I'm on Shore Service and going home every night!"

Time on shore in the U.K. will, of course, continue to depend on the length of sea time just completed, and on the proportion of sea to shore jobs in a particular branch and rate.

## Fewer drafts

As the new scheme gets underway, the number of drafts a man has during his career will be reduced, worthwhile periods of Port Service will occur more frequently and will eventually become more regular and predictable.

## List of ships for which C.N.D. will be issuing draft orders during July, 1968

Main Parties	To Join
File (G.S.C.)	January, 1969
Sirius (G.S.C.)	January, 1969
Eagle (G.S.C.)	January, 1969
Plymouth (G.S.C.)	January, 1969
Kedleston (H.S.S.)	January, 1969
Retard Party	
Phoebe (G.S.C.)	January, 1969

H.M.S. Endurance, the former Danish ship Anita Dan, is to commission this month for service as the ice patrol ship, Antarctica, in place of H.M.S. Protector.

With accommodation for 130 officers and men (Protector's complement was 238) and with a length (overall) of 300 feet, as against Protector's 338 feet, and about seven feet narrower in the beam, Endurance is considerably smaller than her predecessor.

The most recent commissioning forecast released includes the following details:

### JUNE

LEOPARD (G.P. Frigate), June 11 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate), June 21 at Gibraltar Home Sea Service, Portland Squadron, U.K. Base Port, Chatham (A.).

GURKHA (G.P. Frigate), June 21 at Rosyth, LRP complement, Port Service.

ENDURANCE (Ice Patrol Ship), June 27 at Belfast, General Service Commission, Home/South Atlantic and South America, U.K. Base Port, Portsmouth.

ENDURANCE FLIGHT, Mid 1968, General Service Commission, Transfers from Protector, U.K. Base Port, Portsmouth, Whirlwind.

### JULY

HERMIONE FLIGHT, July 1 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate), July 4 at Portsmouth, General Service Commission, Home/East of Suez (ME) (Phased), (Captain's Command), U.K. Base Port, Portsmouth (B.).

ROTHESAY (A/S Frigate), July 4 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

EXMOUTH (A/S Frigate), July 18 at Chatham, Home Sea Service, for special trials, U.K. Base Port, Chatham.

ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commissions November 11.

### AUGUST

BRINTON (M/H), August 1 at Devonport for trials, Commissions September 26 (E.).

BRIGHTON (A/S Frigate), August 5 at Chatham for Special Refit (DY Control), Port Service, (Date, tentative).

FALMOUTH (A/S Frigate), August 12 at Rosyth for Special Refit (DY Control), Port Service, (Date, tentative).

GAVINTON (M/H), August 15 at Chatham for trials, Commissions October 10 (E.).

PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, (Captain's Command), U.K. Base Port, Chatham.

WISTON (C.M.S.), August 30 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

# Famous name for Antarctica

This is the latest commissioning information available, and details which have appeared in previous issues of "Navy News" must be disregarded.

BERRY HEAD (Maintenance ship), August at Portsmouth (for trials), Port Service, U.K. Base Port, not yet decided.

### SEPTEMBER

BILDESTON (M/H), September 5 at Rosyth for trials, Port Service, Commissions October 31.

PUNCHSTON (C.M.S.), September 11 (tentative date), at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

WOOLASTON (C.M.S.), September 18 (tentative date), at Gibraltar, Crew ex Punchston for passage only. Turn over to London Division R.N.R. on arrival in U.K.

BRINTON (M/H), September 26 at Devonport, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

YARMOUTH (A/S Frigate), September 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth, (Date, tentative).

### OCTOBER

BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commissions December 17 (E.).

GAVINTON (M/H), October 10 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron, (E.).

PHOEBE FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

PLYMOUTH FLIGHT, October 14 at Portland, General Service Commission, Wasp U.K. Base Port, Devonport.

BURNASTON (C.M.S.), October 21 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

BEACHAMPTON (C.M.S.), October 21 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

YARNTON (C.M.S.), October 21 at Singapore, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

MINERVA (G.P. Frigate), October 24 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

BILDESTON (M/H), October 31 at Rosyth, Home Sea Service, 1st M.C.M. Squadron U.K. Base Port, Rosyth.

### NOVEMBER

CHAWTON (C.M.S.), November 1 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969.

ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Portsmouth.

JUPITER FLIGHT, November 11 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

ALBION (Cdo Ship), November 20 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Portsmouth, (A.).

WHITBY (A/S Frigate), November 26 at Portsmouth, General Service Commission, Home East of Suez (FE), U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate), November 21 at Chatham for trials, Port Service, Commissions January 23, 1969.

HERMIONE (G.P. Frigate), November 21 at Portsmouth, General Service Commission, Home East of Suez (FE), U.K. Base Port, Portsmouth.

BERRY HEAD (Maintenance Ship), November at Portsmouth, Local Foreign Service.

### DECEMBER

MINERVA FLIGHT, December 9 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

INTREPID (Assault Ship), December 10 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Devonport, (A.).

CHICHESTER (A/D Frigate), December 12 at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Chatham.

EURYALUS (G.P. Frigate), December 16 at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Devonport.

BRERETON (M/H), December 17 at Portsmouth, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

S.A.R. FLIGHT HERMES, Late 1968 at Culdrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

ANDROMEDA FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

### JANUARY, 1969

KEDLESTON (M/H), January 3 at Devonport, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

SIRIUS (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

FIFE (G.M. Destroyer), January 14 at Chatham, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate), January 23 at Chatham, General Service Com-

mission, Home/East of Suez (FE) U.K. Base Port, Devonport.

EAGLE (Carrier), January/February at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials, Port Service, Commissions March 27.

### FEBRUARY

ESKIMO (G.P. Frigate), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Portsmouth.

CAPRICE (Destroyer), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

GALATEA (G.P. Frigate), February 13 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Portsmouth.

JUPITER (G.P. Frigate), Mid February at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials, Port Service, Commissions May 1.

KELLINGTON (M/H), Mid February at Chatham for trials, Port Service, Commissions mid-April.

### MARCH

ASHANTI (G.P. Frigate), March 27 at Portsmouth, General Service Commission, Home/East of Suez (ME)/Home, U.K. Base Port, Devonport, (Captain's Command).

CAVALIER (Destroyer), March 27 at Devonport, General Service Commission, Home/West Indies/Home (Phased), U.K. Base Port, Devonport.

ESKIMO FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

ASHANTI FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

### APRIL

GRENVILLE (A/S Frigate), April 15 at Portsmouth, Home Sea Service, U.K. Base Port, Portsmouth, (E.).

GLAMORGAN (G.M. Destroyer), April 21 at Devonport, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.

TARTAR (G.P. Frigate), April at Gibraltar, LRP complement.

892 SQUADRON, ARK ROYAL, April at Yeovilton, General Service Commission, Phantoms, U.K. Base Port, Portsmouth.

KELLINGTON (M/H), Mid-April at Chatham, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

### MAY

LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

ANTRIM FLIGHT, May 1 at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

### JUNE

HAMPSHIRE (G.M. Destroyer), June at Chatham, LRP complement, Port Service.

BACCHANTE (G.P. Frigate), June at Newcastle (tentative), General Service Commission, Home/West Indies, (Captain's Command), U.K. Base Port, Portsmouth.

VIDAL (Survey Ship), June, LRP complement at Chatham, Port Service.

LOWESTOFT (A/S Frigate), June at Chatham for trials, Port Service, Commissions August, 1969.

ENDURANCE (Ice Patrol Ship), End June at Portsmouth, 50 per cent, of ship's company, General Service Commission, (Home/South Atlantic/South America).

SALISBURY (A/D Frigate), June (tentative date) at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

### JULY

CHARYBDIS (G.P. Frigate), July at Belfast (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

BACCHANTE FLIGHT, July at Portsmouth, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate), July at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

### AUGUST

ANTRIM (G.M. Destroyer), Mid-August at Glasgow (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

LOWESTOFT (A/S Frigate), August (tentative date) at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Chatham.

SCYLLA (G.P. Frigate), August (tentative date) at Devonport for trials, Port Service, Commissions January, 1970 (tentative date).

WISTON (C.M.S.), August at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E.).

RHYL (A/S Frigate), August at Rosyth, Special refit DY control, Port Service.

### SEPTEMBER

NORFOLK (G.M. Destroyer), September at Wallsend (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

LONDONDERRY FLIGHT, September at Portland, General Service Commission, Wasp U.K. Base Port, Portsmouth.

BRINTON (M/H), September at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E.).

PUNCHSTON (C.M.S.), September at Bahrain, 9th M.C.M. Squadron, Foreign Service, Middle East (E.).

### OCTOBER

BEACHAMPTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

YARNTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E.).

(Continued in page 3)

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## SHIPS OF THE ROYAL NAVY

No. 151

Sixth of the Leander class, the present H.M.S. Galatea is the eighth Royal Navy ship to bear the name, which dates back to a sixth rate of 1776. Galatea was also the name of the Humber Division of the R.N.V.R. in 1951.

The sixth Galatea—a 1914 cruiser—made the first sighting of the enemy at Jutland.

One hundred years ago the fourth ship of the name, a frigate of 1859, was commanded by Prince Alfred, Duke of Edinburgh, the second son of Queen Victoria. He became an Admiral of the Fleet and died in 1900, six months before Queen Victoria.

## HONG KONG VISIT

When the present Galatea visited Hong Kong last year the South China "Morning Post" reproduced extracts from the Hong Kong newspapers of 1869 describing the visit of the fourth ship of the name.

The main purpose of the visit 100 years ago was for the Duke to open the colony's first city hall.

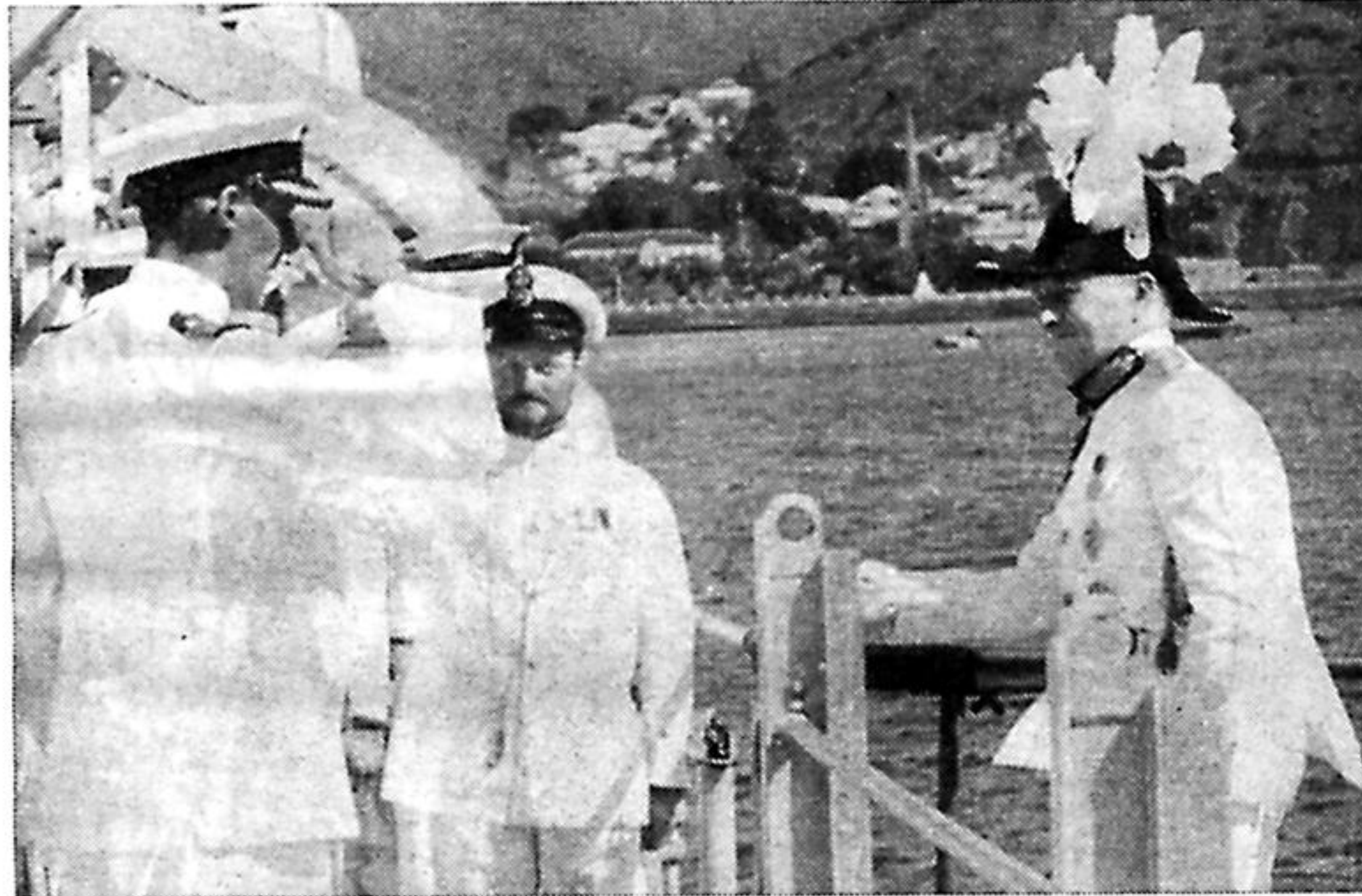
In February this year Galatea called at the island of St. Helena, where the Governor was received on board by the commanding officer, Capt. J. O. Roberts.

The fourth Galatea, 100 years ago, also visited the island, the occasion being commemorated subsequently by a picture of the ship appearing on the local 4d stamp.

# Galatea made first Jutland sighting



The Governor of the island of St. Helena being welcomed by the captain of H.M.S. Galatea



The stamp has only recently gone out of useage.

## NEW DUTIES

Galatea has been transferred to the Western Fleet and will eventually take up her duties as Captain (D), Londonderry Squadron.

During the 11-month foreign leg of the last commission, Galatea was Captain (D), 1st Destroyer Squadron.

Apart from working with Victorious and Hermes in the Malacca Straits and Indian Ocean, July was spent as guardship at Hong Kong, a repeat performance taking place in October.

While in Hong Kong Galatea won the Sir David French ten-pin bowling trophy. This trophy goes to the visiting ship with the highest score, and Galatea's total was no less than 1,883—a figure which will take some beating.

## BUILDERS

Built by Swan Hunter and Richardson at Wallsend-on-Tyne, Galatea was launched in May, 1963, and completed in April, 1964.

Of 2,800 tons displacement (full load), she is 372 feet in length (o.a.) and has a beam of 41 feet. The armament consists of two 4.5-inch guns in a twin turret which are dual-purpose anti-aircraft/surface weapons.

Two 40mm. Bofors mountings fitted at present are to be replaced by SeaCat guided missiles in the near future.

The anti-submarine armament is a triple-barrelled mortar—a Limbo—but the torpedo-carrying Wasp helicopter enables the ship to attack submarines at greatly extended ranges.

## COMPLEMENT

Complement is 17 officers, 2 midshipmen, 25 chief petty officers, 33 petty officers and 184 other ratings.

Considerable success has been achieved in the design of the upper decks of the Leander class in order to reduce the number of men needed for various evolutions. Boats, gangways and the helicopter are all moved by power-operated machinery, and gear is stowed internally.

The utmost use has been made of space below decks to provide improved living conditions and, with full air conditioning throughout, the class is capable of successfully operating in all climates.

## GALATEA LEGEND

Galatea, a sea nymph, loved Acis, son of Pan, but Polyphemus, son of Poseidon, one of the Olympic Gods, loved Galatea.

Polyphemus became enraged when he saw Galatea and Acis hiding in a bush while he was singing a love song, and crushed Acis with a rock.

Galatea turned Acis into a river flowing down Mount Etna. Later she had a son by Polyphemus called Galates (Ancestor of the Gauls).

## On sale photo postcards

Photo postcards of H.M.S. Galatea, or any other ship in this series, are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each, (10s. per dozen, stamps, postal order or cheque).

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850731 S. M. Kingdon.  
To Ch O EI  
903904 R. Graham.  
To Ch REI  
949742 N. W. G. Bicknell, 927589

## EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

R. Seal, R02(G), on draft to H.M.S. Pembroke for over six months, will exchange with similar rating going Local Foreign Service in Far East, Australia (LFS) first preference.

D. M. Yule, SA, 64 Mess H.M.S. Ganges, will exchange for job in the Rosyth area.

G. Grant, Ck(S), H.M.S. Woodlark, B.F.P.O. (Ships), (Inshore survey ship—U.K.), 20 victualled. Keen sportsman wishes to change to a job with better opportunities for keeping fit. Will change to southern area or West Indies ship with good soccer team.

M(E) I/c Scott, AMC, 6 Mess, H.M.S. Minerva, to be drafted to H.M.S. Excellent (over six months) on August 7 will exchange for similar draft to Scotland.

P. Harrison, R Mech 4, H.M.S. Kent, wishes to transfer to any other General Service Commission ship. Equivalent to REA 3 for drafting purposes.

T. Nesbitt, 937041 M. S. Williams, 915529 J. V. Gowler.  
To CRS  
660766 W. C. Watkins.

To CPO  
832549 A. H. Turland, 839293 P. F. Fleming, 843831 R. Brooks, 856970 P. C. P. Sutton, 661731 A. E. Christofel, 819897 B. L. Bexon, 795575 E. Wackett, 700388 T. R. Humphreys, 843996 G. D. Oakley, 760300 B. N. Swift, 818454 R. V. Webber, 852785 R. C. Wyatt, 646068 R. J. Mills, 771974 T. A. Deaves, 712593 K. R. Roberts.

To MAA  
838085 G. D. Summers, 857231 R. V. S. McKie.

To CPO Wtr  
894084 G. E. Sansom.

To CPO CA  
883233 C. M. Wheeler, 878384 N. R. Grant, 901664 J. R. Davies.

To CPO Ck(S)  
901308 R. A. Burgess, 842659 M. D. Clark.

To CAF (AE)  
L/FX 838721 D. A. A. Dumbleton, L/FX 790035 A. H. J. Cornwell, L/FX 838181 P. T. Sampson.

To CAF (O)  
L/FX 874854 B. C. Lawrence.

To CA (AH)  
L/FX 882081 D. C. MacGregor.

To CA (Phot)  
L/FX 723919 N. H. J. Ford, L/FX 886856 C. H. Thompson.

To A/CEA (Air)  
L/FX 902202 N. K. Allen, L/FX 833482 A. J. Scutt.

To Ch EI (Air)  
L/FX 834306 J. Flynn, L/FX 892247 R. H. Hodgkinson.

To A/CREA (Air)  
L/F 928739 A. England, L/F 956452 I. A. V. Pratchett.

To CRE (Air)  
L/FX 864470 D. R. Watkins, L/FX 854400 R. L. Allen, L/FX 903581 W. Freeman, L/FX 892855 R. D. T. Davies.

## Commissioning forecast

(Continued from page 2)

GAVINTON (M/H), October at Bahrain, Foreign Service, Middle East.  
9th M.C.M. Squadron (E).  
CHARYBDIS FLIGHT, October at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.  
The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships. Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than P.O. Cook (S) all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only, (F)—Cook (S) and Steward only.

## THE SEAWOLF

The next generation of Sea-cat is to be known as the Seawolf, designed to give ships a greatly improved self-defence capability in the 1970's.

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## Roster points

Tables showing the total points at the top of each advancement roster are given on page 7.

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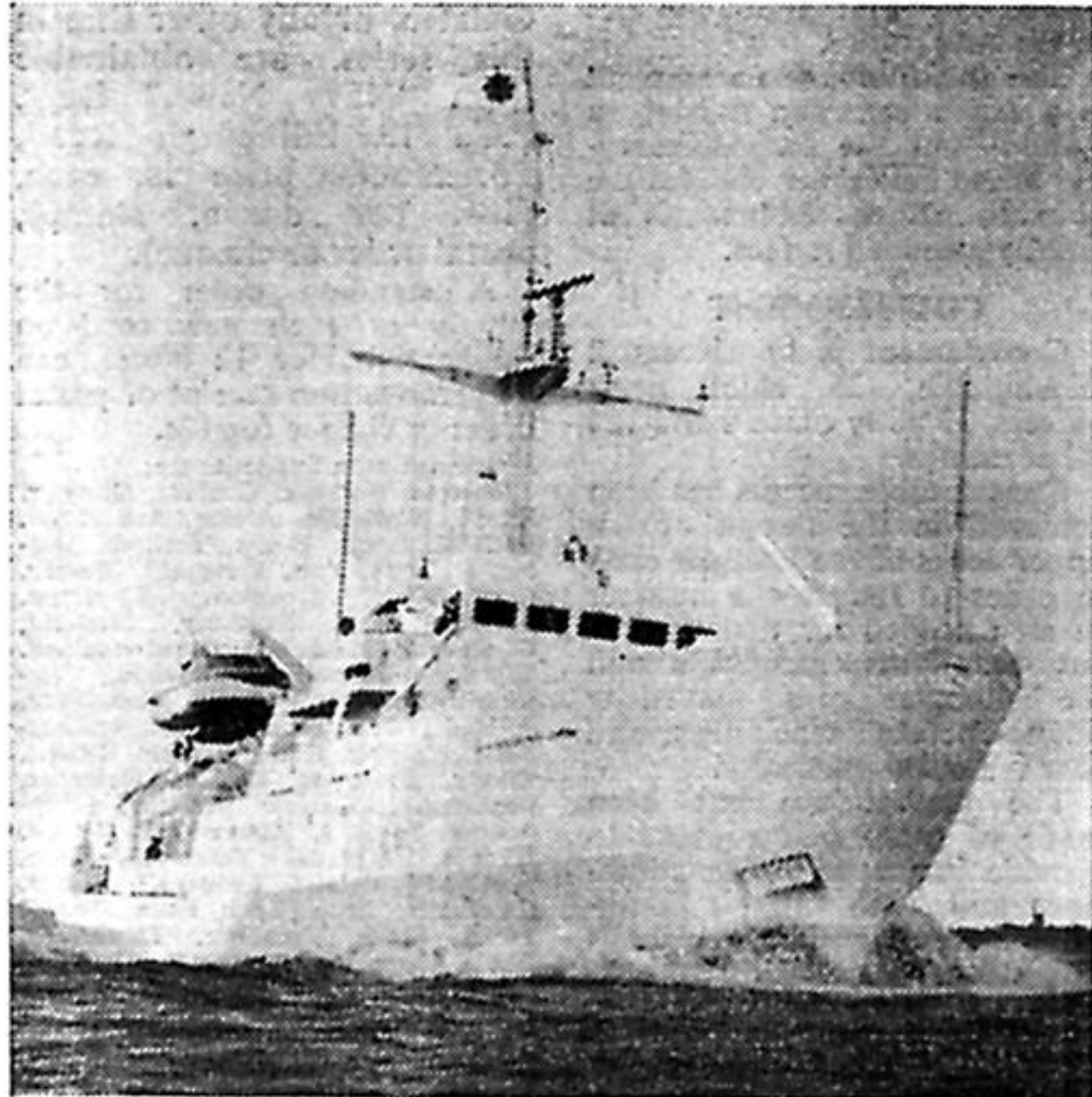
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# To the fathom - farewell

There's a bottomless depth about fathoms—a swash-buckling, buccaneering, roaring, nautical word that rolls satisfyingly from a rum-



H.M.S. Bulldog, one of the new coastal surveying vessels

soaked throat through luxuriant whiskers.

But it is to be no more. Instead of "Full 50 fathoms deep" in a growl to shiver any timbers, mariners in future will talk of metres.

The fathom, traditional nautical measurement of six feet, is to disappear from the Royal Navy's world-famous charts. In future depths and heights are to be indicated in metres.

The change is noted in the annual report of the Hydrographer of the Navy (Rear-Admiral G. S. Ritchie).

One of the main advantages is that the Royal Navy will be able to stay at the forefront of the competition for chart sales throughout the world.

Other achievements detailed in the Hydrographer's report include continued progress towards a "custom-built" surveying fleet—four new coastal surveying vessels, H.M. Ships Bulldog, Beagle, Fox and Fawn commission this year.

## MINERVA CONTRASTS



**OH HAPPY DAY!**—Finding this sporting life so enjoyable is Leading Seaman Anthony Day, the PTI of H.M.S. Minerva, seen here in the ship's sports store

**A SHOT IN THE ARM.**—Not so happy, for the time being anyway, is Petty Officer Michael Farnell, also of Minerva, bracing himself against the fearsome needle administered by the ship's "doctor," MT4 H. Simpson

## Britannia goes back to royal duties

During a combined Royal Navy/French Navy exercise in the Channel and Gibraltar area, the Royal Yacht Britannia acted as command ship for a replenishment group.

The group was escorted by a force of destroyers and frigates. A spokesman said that Britannia came under attack by two French submarines, the Dauphine and the Galatee, but successfully evaded the mock torpedo attacks.

On May 8 Queen Elizabeth, the Queen Mother, embarked in Britannia at Spithead for a cruise to the Western Isles.

### TO FASLANE

The Queen Mother also paid a visit to H.M.S. Neptune, the huge Polaris submarine base at Faslane on the Gareloch.

Later this year Britannia is expected to sail for South America. The Queen and the Duke of Edinburgh are expected to use the yacht during their tour of Latin America.

## LEOPARD'S DASH TO BERMUDA

When trouble broke out in Bermuda at the end of April, 150 men from 1st Bn. The Royal Inniskilling Fusiliers, from the Strategic Command, based at Worcester, were flown to the island.

H.M.S. Leopard, the anti-submarine frigate—one of the four "Big Cats," the others are Jaguar, Lynx and Puma—which was on her way from Norfolk, Va, to the Bahamas, was diverted to Hamilton, Bermuda, arriving on Sunday, April 28.

After nine days off Hamilton, Leopard and her 15 officers and 215 men left for Grand Bahama.

### Aurora in Beira Patrol incident

While exercising in the Mozambique Channel on May 14, the frigate H.M.S. Aurora sent a boarding party to the Portuguese tanker Grati (11,253 tons), having stopped the ship in accordance with the United Nations resolution on sanctions against Rhodesia.

The tanker was found to be carrying gas-oil for Mozambique and was allowed to proceed.

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## ROYAL NAVY'S NEW QUARTERS ON 'THE ROCK'

A £706,000 contract for the redevelopment of the Royal Navy's shore accommodation at H.M.S. Rooke, Gibraltar, has been awarded by the

### Turning point in Atlantic battle

Flying his flag in H.M.S. Danae and accompanied by H.M.S. Zulu, Vice-Admiral Sir Charles Mills, Commander-in-Chief, Plymouth, visited Liverpool for this year's Battle of the Atlantic Service in Liverpool Cathedral, which commemorated the twenty-fifth anniversary of the "Turning Point of the Battle."

In a series of convoy battles in May, 1943, the U-boats were whipped, 40 being lost in the month. The U-boat menace wasn't beaten, but the "Turning Point" had been reached.

Admiral of the Fleet Earl Mountbatten of Burma attended the service, and others included Vice-Admiral Sir Peter Gretton, commander of the escort group which escorted convoy ONS 5, when six U-boats were sunk for the loss of 11 merchantmen.

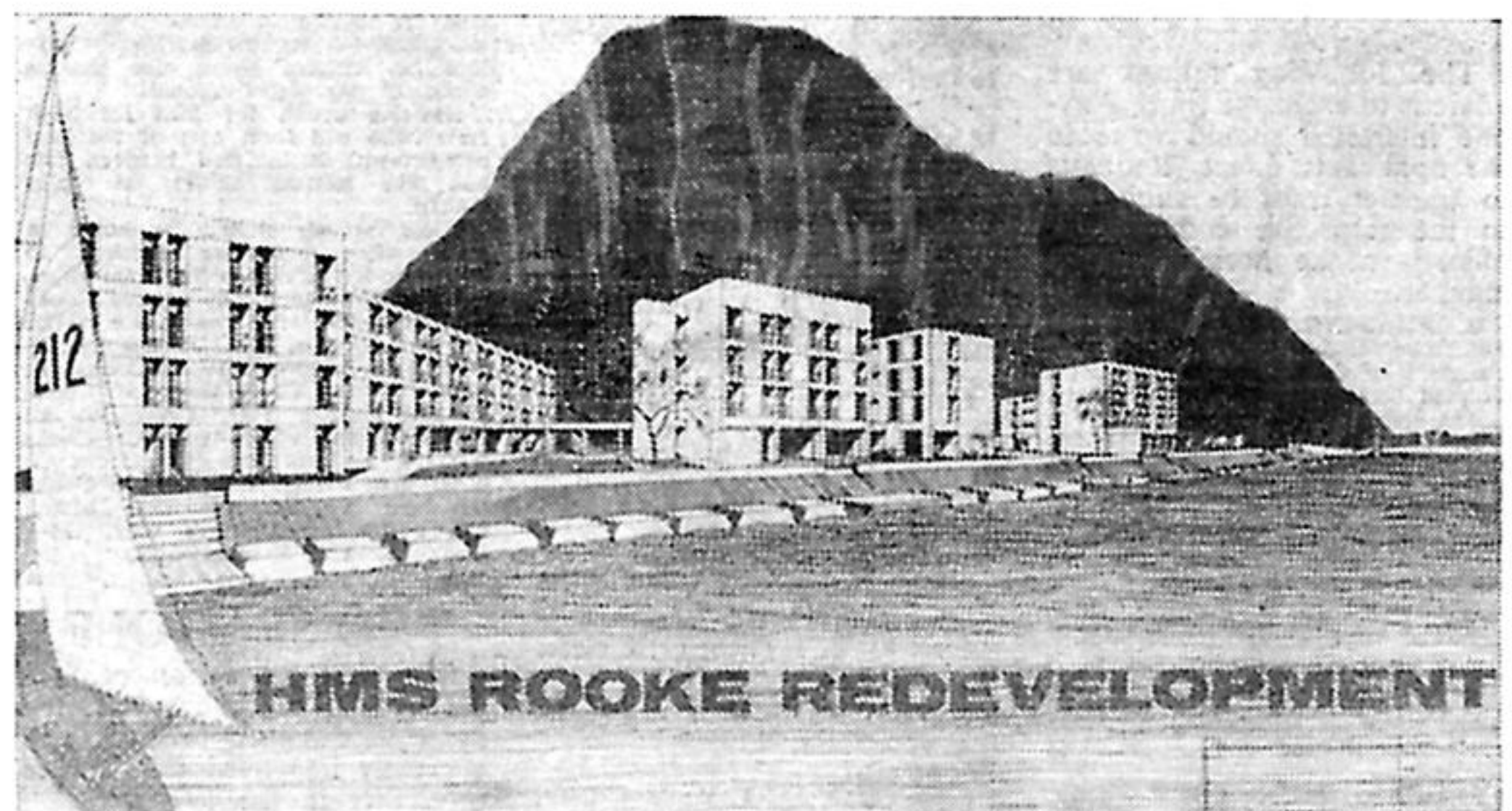
Ministry of Public Building and Works to Watlings (Overseas) Ltd. of Glasgow, in association with Constructors Ltd. of Gibraltar.

The contract involves the replacement of the existing old and cramped accommodation with new buildings which will provide recreational, dining and living quarters for naval and W.R.N.S. personnel.

There are five four-storey blocks in a combination of load-

bearing brick and reinforced concrete frame construction, with covered ways between some of the buildings. The contract also involves the provision of drainage and external works.

The work will be carried out on a site on the western seaboard of the peninsula and is scheduled to take three years to complete.





# H.M.S. BULWARK'S WELCOME HOME



It was sunshine and smiles all the way when the commando ship H.M.S. Bulwark returned to Portsmouth from the Far East on April 25.

## 1,000 on the quayside

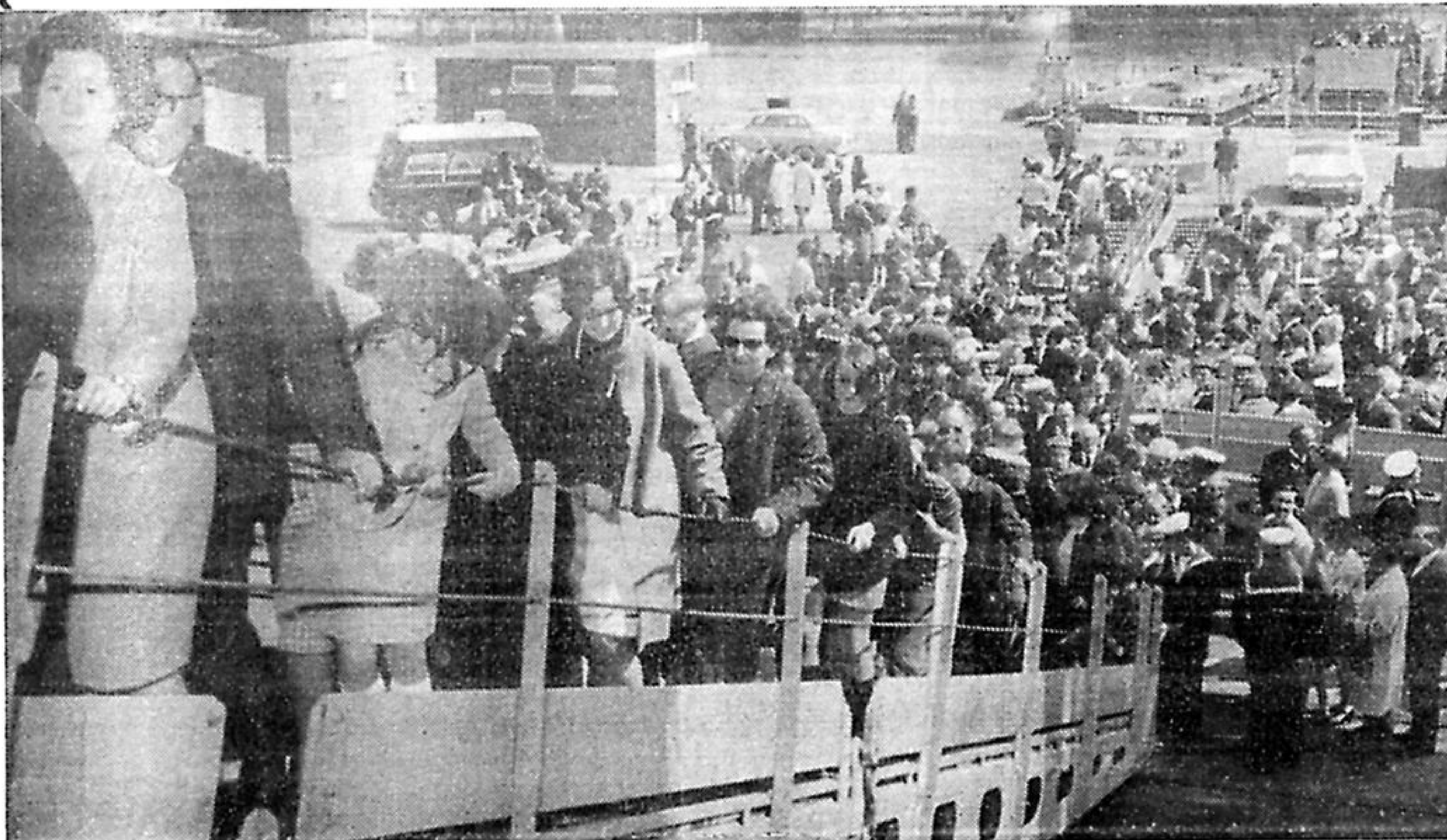
Top right shows some of the 1,000 relatives and friends who crowded the quayside to wave the ship alongside.

Among the affectionate greetings caught by the camera was that for AM2 Alexander Campbell (above) of Elgin, Morayshire, whose wife Isabel had travelled all the way from Scotland to meet him.

Mrs. Champion (right) and Susan, aged two, of Gosport, were there to meet Ch Elec Basil Champion.

No sooner were the bows in position than the excited families swarmed aboard to see their menfolk, most of whom commissioned the ship in Singapore in October, 1967.

Photos P.O. (Phot) D. Morris



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FR 26/4E



"It is murder," they said, "in the Squadron. But it's fun!"

"You are there," said others, "to learn how to live in a small ship. Life will be very hard, it will be unpleasant. You will not get any sleep while doing navigation. You will get all the dirtiest and most exhausting jobs. You will enjoy it!"

So spoke those who knew. In the first few days both prophecies seemed destined to become true. One crashes from the ease of luxury of civilian life to 0600 physical training in the freezing rain that is a permanent part of Devonport.

The ship is dirty—the cadets

# How to have fun by determination

By Cadet Stoddart-Stones

buses are frequent but irregular—it is cold.

clean it. The ship needs painting—the cadets paint it. Cadets ammunition ship; the ship now needs repainting—the cadets repaint it. The ship is dirty—the cadets clean it.

It is time to go ashore. The rain is tipping down, the bus stop is 15 minutes' walk, the

The ship proceeds to sea, and cadets are sick. But they can now find their way around. They live in the blunt end, which is not very much wider than the sharp end, and they don't have much room.

If the ship's company are to be believed, cadets are born idiots; many of them must have the brains of ten men, one man alone could never be so stupid. But they are learning.

Cadets are everywhere, at anytime. At a given instant, there will be cadets in the engine room, on the bridge, in the 4.5 turret, in the tiller flat.

Cadets can be tripped over anywhere from the starboard plunger block space to the Burma rad.

## Sunshine or gale

The sun is shining brightly—there will be cadets in the boiler room. It is pouring with rain—have pity on the cadet lifebuoy sentry. There is a force nine gale—cadets seaboats are as normal (but thank goodness the boat is not slipped—this time).

We will enter harbour soon—cadets are painting the ship. Cadets unfurl awnings, hump stores. Tomorrow cadet colour guard will be . . . the Consul is coming aboard—ceremonial guard will be provided by the cadets.

"Starboard ten—I mean, port



"Range clear by radar, sir"

thirty!" Another long suffering quartermaster heaves a great sigh yet again, yet another cadet is manoeuvring the ship.

"Signal from shore, sir—'Are you in trouble?'"

"No, we are doing cadet anchorages, reference my serial No. ———!"

## Call of duty

The flickering picture enthralled the audience in the cadets' mess. On the quarter-deck, the cadet bosun's mate fumes.

"Away motor whaler crew!" is piped, and three cadets reluctantly leave their seats. "Duty part of the cadets watch muster on the gun deck." Another dozen cadets file out.

"Communications cadet — MSO." Another seat is vacated. Meanwhile, the panoramic, stereophonic and technicolor movie carries on regardless,

watched by four cadets, and 20 seamen.

Domestic party is a euphemism for "galley party" in turn a euphemism for galley slaves, which is synonymous with gallons of scalding water, very thick dollops of grease, regurgitated scraps, 500 dirty plates, and many filthy pots and pans, all enclosed in the same small, exceedingly hot and oily galley. "Galley slaves" also means cadets.

"Life is murder," they said, "in the Squadron."

## Cocktail parties

Well, there were cocktail parties at every port of call. Yes, it's true a cadet went skiing with the Ambassador. Granted, the Naval Attaché did take us all round Rome after a magnificent meal. The expd. was an orgy, yes—but so was the banyan.

That race was most enjoyable—we must sail again sometime. I hear there is snow at home; my tan is coming on quite nicely.

No, I had never been to Gibraltar, Malta, Rome, Athens, Crete or Naples before. Pity about that submarine—still, it was fun doing 26 knots.

Yes, I did see the six direct hits on that target. Hey, look, porpoises, volcanoes, hydrofoils, Russian cruisers, whirlpools, American helicopters and aircraft carriers.

Perhaps life is also fun.

## All volunteers

I leave it to the First Lieutenant to sum up: "Hands to bathe. This is entirely voluntary. All cadets will swim."

And, finally from a cadet who went through it last term: "If you can laugh at yourself, if you are determined to enjoy it, you will."

Says he!



"There I was—15 knots on the clock and two cables to go!"

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ABOVE: "Watching the experts leave Dartmouth"

BELOW: Chief G.I. Hider giving instruction on how to lash up a hammock.





## LETTERS TO THE EDITOR

# No teen-ager sympathy

Reading your leader "A look at allowances" (April issue), I find myself disagreeing with nearly every word you wrote.

Why should irresponsible young boys be encouraged to marry at ridiculously early ages, and then expect extra help to meet their commitments?

My husband and I waited until we could get married properly, after saving and preparing. It's not better allowances young ratings and their girl friends want—it's a bit more understanding of the seriousness of the step they appear to undertake so lightly.

Careful One

Chatham, Kent.

Everybody would like to be able to take on married responsibilities, and then go round with a cap to meet the bills.

But in this hard world you have to stand on your own feet, and you might as well learn that right from the beginning. If sailors are silly enough to marry knowing the financial and other disadvantages in relation to Service regulations, why blame anybody else?

They will get precious little sympathy from people who accepted the situation, and had to wait patiently.

Gunner's Mate

Plymouth.

## How to get on

As an ex-L.E.M., I would like to reply to your April correspondent, PO B. Surtees, of H.M.S. Condor.

I was compassionately discharged in July, 1959, armed only with my History Sheet

## PUZZLED BY HIS LUCK

An exchange of naval prisoners - of - war took place 25 years ago in Smyrna, Turkey.

Being one of the lucky ones exchanged for Italian naval ratings, I was wondering why the exchange came about. We were all fit men—at least as fit as possible under "Eyetic" messing. None of us was wounded as is usual in prisoner exchanges.

L. Careless  
Sherwood, Nottingham.

and Trade Certificate. The only money that my wife and two small children and myself had between us was my final settlement received at the pay office in R.N.B., Portsmouth.

Now in 1968, after a number of setbacks and heartaches I admit, I am the senior electrical engineer of a large marine engineering company. My further education has been fully supported by employers and the Ministry of Education.

To PO Surtees I offer this advice: when you know your discharge date, get around and cultivate a few contacts. Get in

and prove you are better than a five-year-man. I am proud of my seven years' service, and have always proudly announced at interviews, "ex-R.N." It has opened many doors and opportunities.

David Price  
Wimbledon, London.

## Why no 'the'?

The style adopted in referring to ships' names is somewhat puzzling.

To say H.M.S. Hermes or ss Empire Queen is understandable, but why in subsequent references should it be Hermes (without the *the*), but *the* Empire Queen.

Who ordained that H.M. ships should always be referred to in this way? There does not appear to be any historical ground for this style. Have your readers any views on the subject?

Stickler

Haslemere, Surrey.

## Nautical research

I would be most grateful if the attention of your readers could be drawn to the objects of the Society for Nautical Research, an organisation which has had a long association with the Royal Navy and which enjoys a strong active service element among its membership.

Founded in 1911, the Society was responsible for the campaign which led to the restoration of the Victory, and it now administers the "Save the Victory" Fund.

In addition to publishing the quarterly "Mariners' Mirror," the Society organises annual and other occasional lectures, usually at the National Maritime Museum, Greenwich. Another popular event in recent years has been an annual lunch in H.M.S. Victory.

The annual subscription is a modest 30s. per year. Application forms can be obtained from the Hon. Secretary, National Maritime Museum, Greenwich, S.E.10.

John M. Mabey  
(Lieut.-Cdr., R.N.)  
H.M.S. Collingwood.

## WHY NOT WRITE?

Contributions are invited on matters of interest to naval personnel and their families. A pen-name may be used, but the name and address of the sender must be enclosed as evidence of good faith. Letters to the Editor are confidential. The identity of a correspondent will not be disclosed without his permission.

# Bowlands 'great loss to Service'

It is with complete astonishment that I find the pending closure of Bowlands, the R.N. and R.M. maternity home, has provoked no concern from the Senior Service.

This excellent maternity home, which caters for the special needs of sailors and Royal Marines and particularly their wives, will shortly close through lack of support.

With a maternity grant of £22, a rating would only have to pay an additional £9 for the full 10 days, and a lot less should the wife choose to go home early.

In short this facility is almost free, and yet to my bewilderment no-one seems to mind if it disappears.

Some may say, "Why should I pay for something which is free on the National Health Service," thus leaving the grant to pay for those very necessary items such as perambulators, cots, etc.

I would have thought, however, the most important factors were the care and attention

which mother and baby receive before, during, and after the birth.

This, of course, is not to say that the hospitals do not do an excellent job in this respect, but in my opinion, Bowlands with its excellent staff provides a better service, and fully understands the special needs of the Senior Service.

Everyone I have spoken to who has ever used the home cannot speak too highly of it, so its failure to attract more customers is not due to the service it gives.

My personal thanks to matron and staff for the four visits my wife made while I was serving. Its closure will, I am sure, be a great loss to the Service.

D. Meakins

Southsea.

# POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at May 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit, have been omitted.

The April issue of "Navy News" showed that the points total of the man at the top of the CPO roster was 2190.

The man with that number of points was, however, not qualified for advancement.

Information has now been received that the correct figure should have been 1921.

CPO	PO	Int	ST
1830 Ch Smkr 892	280		
CPO Wtr 1685	PO Wtr 328	L Wtr 318	
CPO SA 1722	PO SA 432	L SA 274	
CPO Ck(S) 1763	PO Ck(S) 1351	L Ck(S) 397	
CPO Std 2157	PO Std 823	L Std Int	
CPO Ck(O) 2394	PO Ck(O) 1010	L Ck(O) 216 (2)	
MAA 1559	MAA (ex Cox'n) 1781	RPO 716	
Ch Mech 685	CERA 466		
Ch MEI 2130	PO M (E) 155	L MEI Int	
Ch Supt Dry	Ch C EA Dry	Ch O EA Dry	
Ch C EI Mech	Ch O EI Mech		
Ch C EI Dry	PO C EI Dry	LCFM/ LOFM	
Ch O EI 1846	PO O EI Dry		
Ch R EA/ 2160			

Ch RE Mech	PO REI	LRM
Dry	Dry	Dry
Ch REI 1326	PO MA 512	L MA 383
CPO MA 628	CV 1439	LRO (T) 441
CCY 1419	RS 1719	LRO (G) 326
CRS 1719	RS (W) Int	LRO (W) Dry
CRS (W) Int	CAA(O) Dry	CAM(AE) Dry
CAA(AE) Dry	CEA(Air) Dry	CREA(Air) Dry
CAM(O) Dry	CHREL MECH(Air)	
CHREL (Air)	POAF(AE) Int	LAM(AE) Int
Dry	POAF(O) 527	LAM(O) 527
CAF(AE) 2516	POA(AH) 906	LA(AH) 186
CAF(O) 2418	POA(SE) 1164	LA(SE) 216
CA(AH) 2184	POA(Phot) 1164	LA(Phot) 216
CA(SE) 1153	POA(Met) 481	LA(Met) 349
CA(Phot) 1248	POEL(Air) 438	LEM(Air) 437 (2)
CA(Met) 1509	POEL(Air) 203	LEM(Air) 64
CHREL(Air) 2199	POREL(Air) Int (11)	LEM(Air) Dry
CHREL(Air) 2160		

Reading "Navy News" of February, and the article "Under-water Bicycle," I thought maybe Postman Francis Howe, of H.M. submarine Warspite, would be interested in the cycling days of another submariner.

Drafted to Hong Kong in 1923, I shipped my 350 c.c. Sunbeam out by Blue Funnel Line. As T.G.M. of H.M. submarine L33, I was privileged to transport it, to cover ground new to any motor-cycle.

As far as I could discover, there were but two others in the Territory, one of which, a 600 c.c. open-frame Scott, I later swapped for my 'beam.

The enclosed picture was taken at Bukit Sembawang, Singapore, in 1924, while on a submarine endurance cruise. The lighting on the machine was of the "turn on the water and wait for the smell" system.

The Triumph in the picture was the only other machine I remember seeing in Singapore, being borrowed from the local Fire Officer.

My first day's s/m pay was in a "C" class boat. I served in, or with, submarines, with, or without, externals, funnels, turrets, mines, sea-planes, and guns (one with a 12-inch), drawing

# Motor-biking submariner



my last s/m pay in November, 1945.

Frank A. Relfell (aged 72)  
Plymouth.

# WHERE THE NAVY 'TAIL MONEY' GOES

I was delighted to learn that a Way Ahead Committee is to be set up "to ensure that the tail does not absorb a disproportionate share of available manpower and money at the expense of the fighting fleet."

Civilian support for the Navy absorbs £103 million per annum for salaries from the Defence Vote, as opposed to £100 million for uniformed personnel.

A striking example of "where the money goes" is afforded by the fact that in this dockyard, over the next financial year, £30,000 will be expended in salaries for naval officers, while the overtime bill alone for civilian officers will amount to £38,000.

These figures seem to me to give a clear indication where cuts should be made, but, after reading your paper, I suspect that what is really involved is wholesale civilianisation of more naval posts.

If this is so, then, without a shadow of doubt, efficiency and economy will suffer. The Civil

Service continues to expand at a phenomenal rate—to such an extent in fact that the quality of promotes to positions of responsibility in the Defence organisation is now markedly inferior.

The other important difference lies in the sense of vocation and dedication which the naval officer possesses.

D. L. Watts  
(Lieut.-Cdr., R.N.)  
H.M. Dockyard, Gibraltar.

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## HIRINGS?—HAVE ONE ANYWHERE

Wives of "unaccompanied" officers or ratings can live in a hiring anywhere in the United Kingdom, yet most of the accommodation taken is near naval ports or establishments.

When husbands are away, most girls like to be near Mum, and have the companionship of their families, but they may not realise that Admiralty hirings can be occupied at their home towns, as well as near the naval centres.

The scheme under which families of officers and men serving on compulsorily unaccompanied overseas drafts can occupy accommodation anywhere in the United Kingdom under the hirings scheme was extended to include those on General Service Commissions by DCI(RN) 8/68.

Under this scheme an officer or man on a draft which includes at least nine months separation is eligible, and the procedure is simple.

All he has to do is to get a certified application form from his commanding officer and send it to his wife.

### DIRECT TOUCH

When she has found a suitable house or flat, she gets in direct touch with the local Defence Land Agent to see whether it is suitable to be taken on as a hiring.

If the accommodation required is in a naval port or adjacent to a Fleet establishment, the local Married Quarters Officer may be able to help in making the necessary arrangements.

Those who are interested should look at DCI(RN) 1199/65 (as amended by 848/66 and 8/68) for details.

If you know of a naval wife who might be interested and appears unaware of the facilities, please pass on the word.

### For Rowner infants

The Siskin Infants' School, which opened on April 24, has been built in the grounds of the existing Siskin Junior School, situated near the Rowner naval housing estate, Gosport.

## THEIR MEN ARE FAST



... just about the fastest men in Britain. Mrs. Jane Pearson, wife of the commanding officer of 700 P Squadron, gives a coffee party for other Phantom wives

## Keeping crash drafts to minimum

Drafty is often asked why he cannot give longer notice of draft, and there was a report in the May issue of "Navy News" that the Family Welfare Working Party had recommended that all drafts should be at six months' notice.

"If this can be suggested as a long-term aim," said Drafty to "Navy News," "why cannot it be achieved today?"

"To put a rather complicated argument very briefly, our problem is that the longer the normal notice, the more changes we expect to have to make after issuing a draft order."

"The more changes there are the higher the proportion of crash drafts. So although many men, perhaps a majority, would gain, many others, perhaps

quite a large minority, would lose.

### LESS NOTICE

"Not only would these men get less notice, but they would also go to sea early out of turn. These are the most important reasons why we are very cautious about a further extension of the notice of draft to sea from five to six months. (It went from four to five months late in 1966 and since then there have been significantly more crash drafts)."

"There is another quite important reason, connected with preferences. The further we have to look ahead the more difficult it is to spot vacancies."

"If we have to look too far we may have to settle for the only vacancies we can see, and these may be just where the homecoming sailor does not want to go."

### UNDERMANNING

"If six months' notice were laid down as a minimum, how could there be any crash drafts at all? Of course there would then be none, but there would

be an awful lot of undermanned watchkeeping unions and hence overworked sailors all over the world.

"It would seem like Welfare in a very odd form to those who suffered, and they would be legion."

### TARGET BEATEN

At a cocktail party in H.M.S. Excellent on May 10 members of the Cosham area Naval Officers' Wives Club presented a cheque for £250 to an official of the Guide Dogs for the Blind Fund.

The sum was raised in 15 months instead of the four-year target.

## LET THEM KNOW AT HOME . . .

Nearly half the men in the Royal Navy are bachelors, which may be one good reason why "all the nice girls love a sailor," but it also has to be borne in mind over family anxieties.

When there is lack of news, for instance, as many mums as wives may be involved, and difficulties can also arise in emergencies when a parent or near relative becomes seriously ill.

The wives of naval ratings are all supplied with the yellow booklet, "A Guide for Naval and R.M. Families." This describes what a wife should do when an emergency occurs and she wishes her husband informed.

But the booklet is not normally issued to the parents of ratings, who may therefore be uncertain of whom to contact for advice.

In order to avoid delay in dealing with an emergency, all ratings would be well advised to tell their parents what to do in these circumstances.

They should preferably con-

tact the rating's own Family Section direct (i.e. R.N. Barracks, Portsmouth; H.M.S. Drake, Devonport; or H.M.S. Daedalus, Lee-on-Solent, as the case may be.)

If, for any reason, they are unable to do this, they should inform their local representative of the Soldiers', Sailors' and Airmen's Families Association. This organisation covers the whole country, and the name, address and telephone number of the nearest representative is held by the local post office.

Failing either of these alternatives, the police have instructions on how to pass on urgent inquiries to the proper naval authority.

It is emphasised, however, that time will be saved if the original report can be made direct to the Family Section.

## Families' Page

### One dad an absentee

When it was decided to start a Cub Scout pack on the Rowner naval estate at Gosport, the idea was to have about eight boys as a beginning.

The enthusiasm of the Cub Scout Leader (Chief Wren Welfare Worker Edith Husted) "mushroomed" the scheme to such an extent that over 40 eventually paraded on May 8 for the presentation of colours and investiture at the Royal Sailors' Rest community centre. The hall was crowded with parents, and supporters from the naval establishments.

H.M.S. Daedalus presented the Queen's Colours, H.M.S. Collingwood the Cub Scout Colours, and H.M.S. Sultan, a trophy.

The attendance of fathers was particularly heartening to the pack and helpers, although one had regretfully to be absent. He had failed in his application for compassionate leave from Singapore for the occasion!

Besides being of the highest value for the boys who join the pack, the movement will also help in getting adults together for community activities.

### DAY AT SEA

Leading Seaman T. Vere with his wife Olwen and daughter Catherine—one of the happy families aboard H.M.S. Mohawk for a day at sea on May 14.

Nearly 100 relatives of the ship's company went aboard the frigate for a day in the Solent, the guests including the Mayor of the ship's "link town," Miss Florence Lewis of Blackburn.



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Secrecy is essential to the operation of the Royal Naval Benevolent Trust, but safeguarding the identity of those who are helped often means that much of the real work is unknown.

This story of restoring a man's faith in his own ability is told because he himself agreed to let others know of his appreciation, and of the assistance which is readily available in difficult circumstances.

# When life has to begin again

After five years in the Royal Navy, Mr. Roger Adams found himself with spinal disc trouble, was invalided, and had to take up the threads of a new life.

Having a wife and five dependent children, he was lucky to get a secure job as a postman driver and all seemed well.

Unfortunately he began to suffer again with his back, and on medical advice was obliged to give up his work in January, 1967. Subsequently he had a period of sickness and then signed on at the Employment Exchange, but no suitable job was immediately available.

## Suitability

Mr. Adams was then advised to see the Disablement Resettlement Officer at the Exchange,

and between them they tackled the problem of finding out what job would be suitable for his disability.

It is in circumstances such as these that many men lose confidence in their ability, and might need something quite different to meet changed physical conditions.

How are they to find out? Mr. Adams was advised to embark upon a Government Industrial Rehabilitation Course, on which, in a period of up to 12 weeks, experts can assess what sort of work is suitable and can be recommended.

Like many others, Mr. Adams was thus given a chance to get

used to working conditions more gradually, before taking an ordinary job—and more important, an opportunity to find out what he could do.

These courses do not follow any set pattern, but are adapted to meet the needs of the individual. In a typical industrial setting, he was able to try his hand at a number of jobs in the unit workshop or commercial section, under the guidance of skilled supervisors.

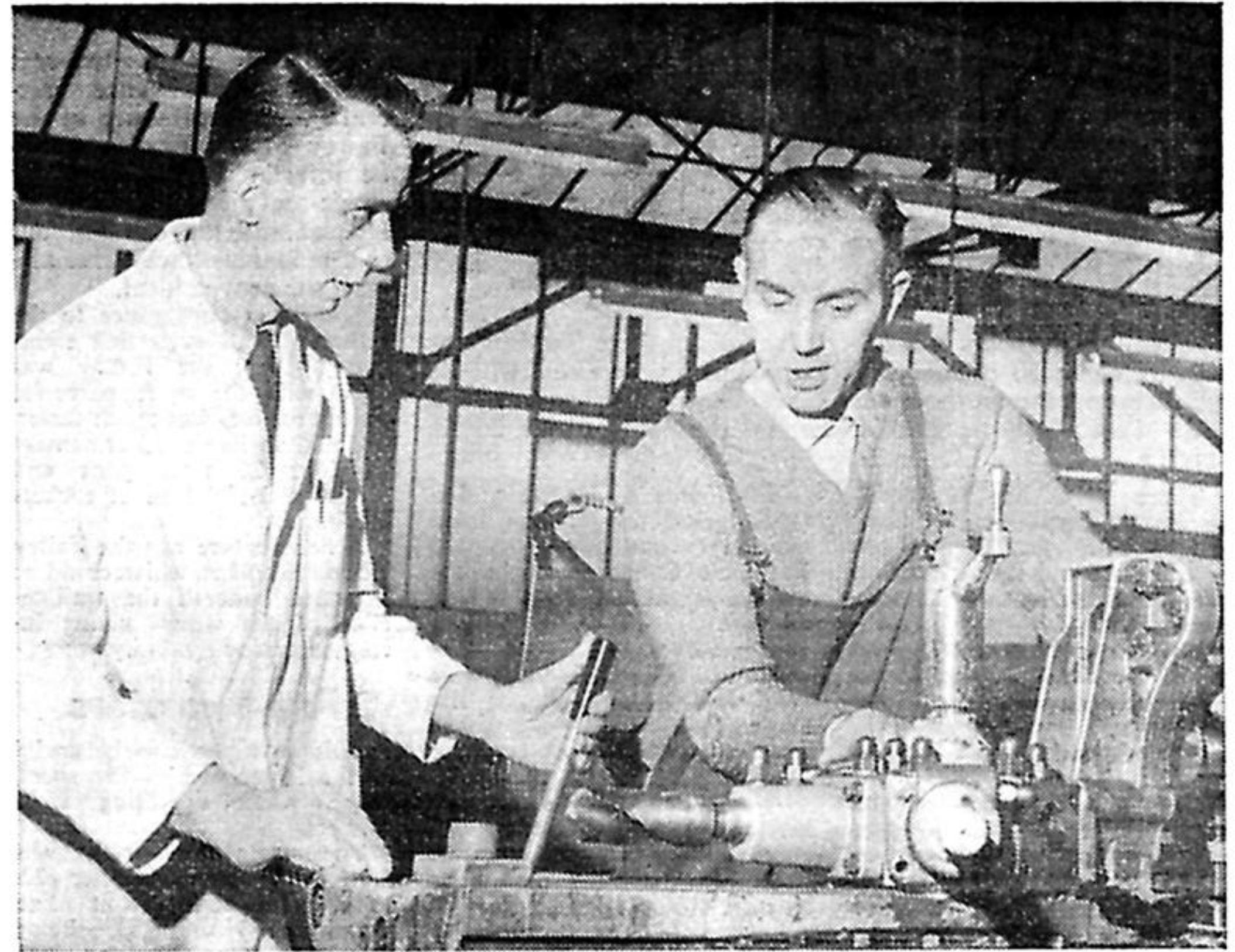
## Rehabilitation

But training cannot hope to succeed if there is financial anxiety for the family.

Sometimes there is difficulty in adjusting to a new budget, and it is here that the Royal Naval Benevolent Trust and similar organisations can help.

In 1960 the Trust decided to introduce a scheme, to help those who were invalided and accepted by the Ministry of Labour for a course of Industrial Rehabilitation or Vocational Training.

Eventually this scheme—known as the Invalided and Disabled Men Special Scheme—was broadened to include men who had been invalided at any time, and those, who through injury or disease occurring after their discharge, are so handi-



In an industrial setting, but able to get used to working conditions more gradually, Mr. Adams is helped towards his new skill by a trained supervisor

encouraged him to have an outline of his story printed to illustrate to others how he was helped, and how they can be assisted should their careers be suddenly interrupted by accident or illness.

## Useful pamphlets

The Ministry of Labour has some informative pamphlets giving details of one's "second chance" to learn a trade, and a visit to the Employment Exchange will quickly find a sympathetic Disablement Resettlement Officer willing to listen to problems and give advice.

Guidance is also available throughout, from the R.N.B.T. and from the Ministry of Labour, in overcoming any financial hurdles.

## WHEN NEED IS FOR ADVICE

There are many requests from people seeking advice or assistance in dealing with personal problems, rather than financial aid.

The staffs of the Local Offices are fully competent to deal with such matters and to make representations on behalf of naval men, or their families, to Government departments, Local Authorities, or other bodies.

—Quote from the annual report of the Royal Naval Benevolent Trust for the year ended June 30, 1967.

capped as to experience difficulty in obtaining suitable employment.

There are variations in the Trust's payments, depending on the extent of other allowances, but the keynote throughout has been simplicity; the Trust is reluctant to introduce rules which would complicate administration.

## Training centre

When Mr. Adams had completed his course, he was recommended to join a Government Training Centre to become a capstan setter operator. A place was found and he started the course on November 20 last year.

He kept in touch with the R.N.B.T. and it was possible to

grant him an allowance of £2 10s. a week.

These training courses are arranged with the minimum of delay and inconvenience. Every effort is made to accommodate the trainee as near to his home town as possible, and that is what happened in the case of Mr. Adams.

All the circumstances caused him to appreciate that, other benefits apart, knowledge of training facilities might be useful to other naval men, and

# Crisis...

If you were invalided or became disabled, what would happen to your family? Could you afford to go on a training course?

The R.N.B.T. has a special scheme to assist disabled persons on Government Training or Industrial Rehabilitation Courses. Allowances of up to £2 10s. per week could be given, and already 1,196 men have benefited.

No direct contribution is payable and no appeals are made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

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# Over 1,100 in the 78th Royal Tournament

Over 1,100 officers and other ranks of all three Services, including some 50 members of the Women's Services, will be appearing in the arena at this year's Royal Tournament—the 78th—which will be held at Earls Court from June 26 to July 13.

There will be 10 arena displays this year—all of them packed with excitement. Some of them are old favourites, but others are making their Tournament debut.

The Royal Naval Field Gun crews, the King's Troop, Royal Horse Artillery and the Corps of Royal Signals, all firm favourites, will provide the usual thrills.

The Massed Bands of the Royal Marines will present a spectacular programme of varied music. Lieut.-Colonel Vivian Dunn, shortly to retire as Principal Director of Music, Royal Marines, will also lead a 90-piece Symphony Orchestra. There will also be a Royal Marines Dance Band.

High on the list of attractions from the Royal Navy is a demonstration of the skills of replenishment at sea.

The band of the 2nd King Edward VII Own Gurkha Rifles, supported by the pipes and drums from other Gurkha Regiments will reappear in a further blaze of colour.

An addition will be a dazzling performance of Nepalese kukri dancers.

An ambitious newcomer is the Royal Engineers Bridging Display, to be staged by the young members of the 3rd Training Regiment, who have only just finished training.

The Corps of Drums and a Drill Squad are coming from the 2nd Battalion, Princess Patricia's Canadian Light Infantry, at present stationed in Germany.

The Royal Air Force celebrates its 50th anniversary this year, and a highlight of the tournament will be a pageant reviewing the history of the Service.

A dramatic finale to the R.A.F. Gymnastics Display will be a vaulting act, performed in darkness with the gymnasts lit by ultra-violet lights.

Last year the tournament attracted some 300,000 spectators and gave £25,000 to charity. The total so given since 1950 amounts to over £410,000.

There will be a march past of all the units taking part in the Tournament in the Festival Gardens, Battersea Park, on Sunday, June 23, at 3.0 p.m. when General Sir Norman Tailyour, Commandant General, Royal Marines, will take the salute.

## REUNION FOR BROTHERS

While H.M.S. Fife was on her way to San Diego en route to Singapore, she exercised with the submarine H.M.S. Tabard, on a return passage to the United Kingdom from Australia.

The exercise enabled two Gatheshead brothers, M (E) Douglas Lilley, serving in Fife, and Meeh'n Ronald Lilley, serving in Tabard, to get together and "have a natter" for the best part of an hour until it was time for the two ships to part company.

Rear-Admiral R. St.V. Sherbrooke, V.C., who won the honour when commanding a Russian convoy escort in H.M.S. Onslow, on December 31, 1942, has been appointed Lord Lieutenant of Nottingham.

# ENTERPRISE EXPED. — INVITED INTO LADY'S BEDROOM

Being invited into a lady's bedroom, or reported to the police as a Peeping Tom, are among the pleasures or hazards of the more unusual activities at the S.D. Officers' School, Portsmouth.

Operation Enterprise is now a firm fixture in the first term of the course. In this exercise, candidates are required to accomplish in 24 hours a task which they consider both

Designed as a two-seat fighter-reconnaissance aircraft, the performance of the Fairey Firefly was found to be inferior to contemporary single-seat aircraft, such as the Hellcat and the Corsair, but as a reconnaissance-strike aircraft she proved ideal.

Similar in appearance to the Fulmar (the Navy's first eight-gun fighter), the Firefly was fitted with the more powerful Griffon engine, was much faster, and had an improved armament of four 20 mm. guns and carried a useful load of rockets and bombs.

A new feature was the Fairey Youngman flaps, which could be extended beneath the trailing-edge of the wings, giving increased manoeuvrability.

## From carriers

This was particularly useful in the lower end of the speed range when operating from carriers.

The prototype Firefly was first flown on December 22, 1941, the first front line squadron—No. 1770—being formed at Yeovilton in October, 1943.

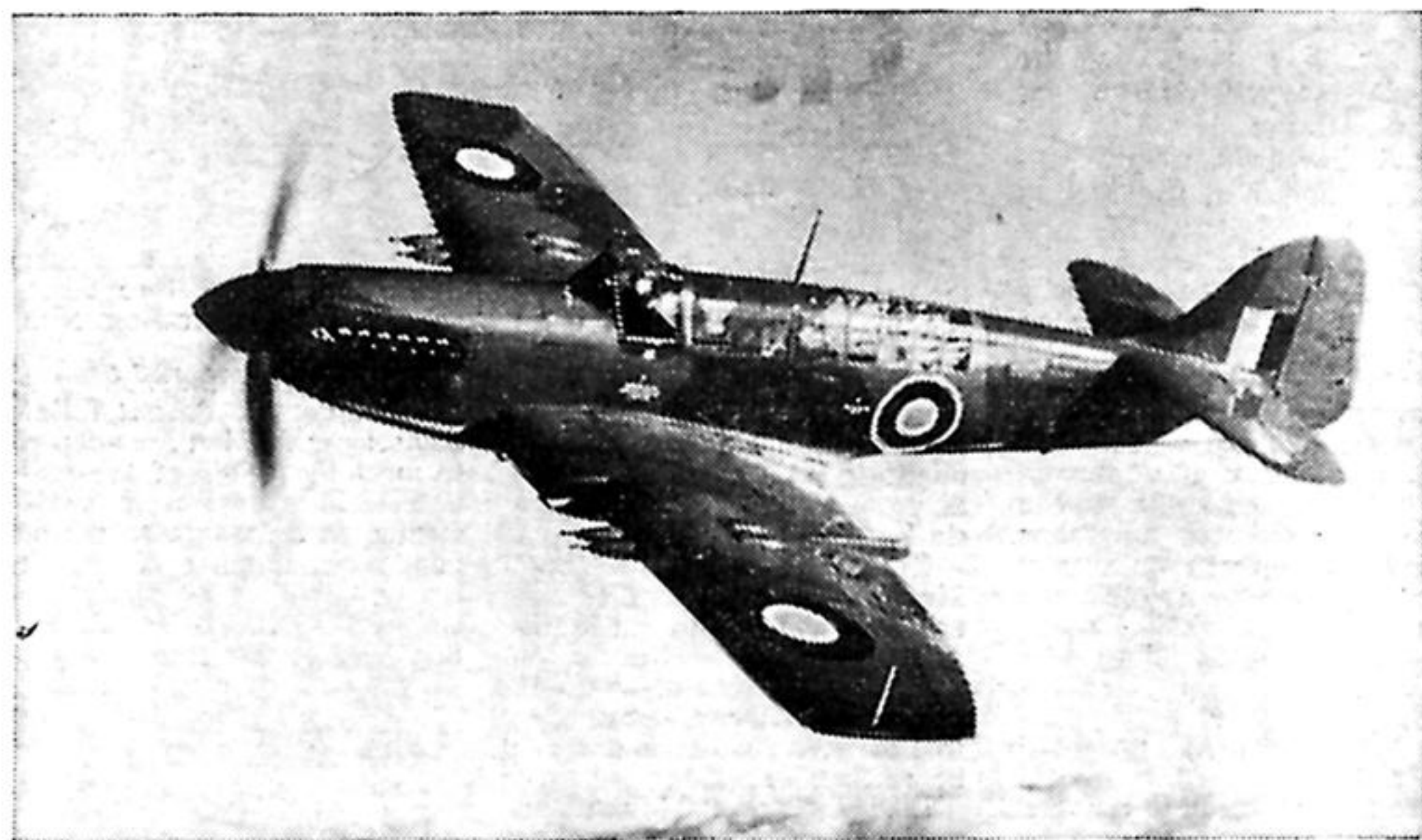
That squadron was first based in the Orkneys, but later embarked in H.M.S. Indefatigable, carrying out its first operations over Norway in July, 1944, during attacks on the German battleship Tirpitz.

## In Implacable

Another squadron, 1771, embarked in H.M.S. Implacable, being engaged in reconnaissance and anti-shipping strikes over Norway, destroying one troopship and damaging many others. In the Far East, Fireflies from four aircraft carriers took part in a mass strike on the oil refineries at Pladjoe in Sumatra.

This was one of the most important oil refineries in the

# Important role in Far East operations



Fairey Firefly Mk. 4

Far East, and, in spite of heavy anti-aircraft fire and a defensive ring of balloons, the refineries were devastated.

After Sumatra the carriers sailed to Australia where they joined the British Pacific Fleet.

In June, 1945, 1771 Squadron, embarked in Implacable, took part on strikes on Truk in the Caroline Islands and, in the following month, became the first Fleet Air Arm aircraft to operate over the Japanese mainland.

Fireflies from Indefatigable and Implacable were engaged on shipping strikes and against

shore targets throughout the Japanese islands, and were the first British aircraft to fly over Tokyo. After the surrender of Japan, 1772 Squadron dropped supplies to prisoner-of-war camps in Japan.

The introduction of the Mk. 4, with the clipped wing-tips, increased the speed by 70 m.p.h., the high-altitude performance being improved by the fitting of a two speed, two stage supercharger.

Later marks were designed as a day fighter-reconnaissance, as a night fighter, and for anti-submarine patrols.

## Korea sorties

These aircraft did a tremendous amount of good work in the Korean operation.

The 14th Carrier Air Group of Fireflies and Sea Furies, flying from H.M.S. Glory, flew 4,834 operational sorties for the loss of only 27 aircraft. They expended 6,000 rockets and 4,000 bombs in ground attack sorties in support of the armies ashore.

The Fairey Firefly was eventually superseded by the Fairey Gannet and Avenger.

A splendid specimen of the Fairey Firefly was purchased in Australia by officers of H.M.S. Victorious, and is now on display in the Fleet Air Arm Museum at R.N. Air Station, Yeovilton.

## TECHNICAL DATA

**Description:** Two-seat carrier borne fighter reconnaissance and strike aircraft.

**Manufacturers:** Fairey Aviation Co. Ltd., Hayes (Middx.).  
**Power Plant:** One 2,250 h.p. Rolls-Royce Griffon 74.

**Dimensions:** Span, 41 ft. 2 in. Length, 27 ft. 11 in. Height, 14 ft. 4 in.

**Weights:** Empty, 9,674 lb. Loaded, 14,190 lb.

**Performance:** Maximum speed, 370 knots. Cruising 250 knots. Range 1,300 miles. Endurance, 6½ hours. Service ceiling, 28,400 ft.

**Armament:** Four fixed 20-mm guns in wings and provision for 16 60 lb. rocket-projectiles or two 1,000 lb. bombs below the wings.

## REAL PHOTO POSTCARDS

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, and Albacore.

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## Fusiliers' farewell

In 1915 the armoured cruiser Euryalus (12,000 tons), wearing the flag of Rear-Admiral R. E. Wemyss, landed the Lancashire Fusiliers on "W" beach at Gallipoli. The bond of friendship which was struck then was maintained by the 1940 cruiser of the Dido class and continued by the present Leander class frigate.

When H.M.S. Euryalus left Hong Kong recently, the band of the 4th Bn. The Royal Regiment of Fusiliers paid a fitting farewell to both the Navy and to their former name—the Lancashire Fusiliers.

As a tribute to the men of the Battalion, the crew of the 2,500-ton frigate paraded at "Leaving harbour stations" wearing the badge of gallantry of the old Lancashire regiment. Won at Spion Kop in the South African War, and worn with pride by many Lancashire soldiers, the primrose hackle of the former Lancashire Fusiliers was given a final but fitting farewell.



conditions, painted out the Carpenter's Walk in the training ship Foudroyant.

The other group were perhaps more ambitious in their plan to establish a communications link by Aldis lamp between Portsmouth and the Admiralty in London.

The basic plan and organisation were sound, but unfortunately lack of numbers and some difficult terrain in the White Down area finally defeated them—not, however, before some unexpected experiences.

One candidate was invited in the early hours to set up station in a lady's bedroom, being assured that it was the highest vantage point in the area.

## 'PEEPING TOM'

Another, sitting on top of a block of flats on Wimbledon Common, complete with "binoculars and searchlight," was the subject of a Peeping Tom complaint to the police.

But at least this group had the satisfaction of defeating the

S./Lieut. J. H. Unwin (left), S./Lieut. R. G. Lusty, and their families, at the passing-out parade at the S.D. School, Portsmouth

## Chinese food for Fearless

When H.M.S. Fearless, now at Plymouth, commissions shortly, for service in the Far East, all the cooks and stewards will be Chinese.

Fifty Chinese are being recruited in Hong Kong and Singapore. They were due to arrive at Chatham at the end of May to undergo a catering course.

Although Chinese have been carried in British warships for many years, Fearless will be the first ship in which all the cooks and stewards have been locally entered.

# Exmouth 'adopts' the Royal Marines

"In tribute to the distinguished record of the Royal Marines, in recognition of its long and happy association with the town of Exmouth, and in appreciation of the assistance received in time of trouble."

So runs the scroll conferring the adoption by Exmouth of the Royal Marines, whose large unit, the Infantry Training Centre, is only a few miles outside the town.

The adoption ceremony took place on May 11 when, after units depicting all aspects of the Corps had marched through the town, receiving a warm reception from the enthusiastic

crowds, the Chairman of the Town Council, Mr. Brendan Sadler, handed over the scroll to General Sir Norman Tailyour, the Commandant General Royal Marines.

The Commandant said that the Corps had been bound to Exmouth by ties of family and duty for 30 years, adding: "The Royal Marines will always try to be worthy of the honour you have bestowed upon us."



# Eagle's Hong Kong activities



Mr. Robin Bridge with the commanding officer, Capt. J. E. Pope



Everyone who has been to Hong Kong knows "The Peak," where the famous cable car has operated without accident since it was opened in 1888, but not so many know of a more unconventional ascent which provides keen inter-carrier rivalry.

On April 4, at 0645, two

## House of Loving Faithfulness

REAI Brian Meakin, of Fareham, handing over to Mech Mick Ahern, of County Cork, with the supporting Eagle Land-Rover standing by

that was urgently required. To commemorate the visits, a cake and a ship's plaque were presented to the home.

### FORMER C.O.'s SON

Among those entertained on board at Hong Kong was Mr. Robin Bridge, whose father, now Admiral Sir Robin Bridge, commanded the previous aircraft carrier of the name during the war years 1940-42.

Among the things shown to Mr. Bridge by the present commanding officer of Eagle, Capt. J. E. Pope, was the battle ensign worn by the old Eagle at the battle of Calabria (July 9, 1940), when Robin's father was in command.

Mr. Bridge, aged 25, is a solicitor with a Hong Kong firm.

teams of three runners gathered outside the Hong Kong Hilton for their assault on the narrow roads of the 1,305-foot climb, before the morning traffic started.

The event is a relay of three runners, and is timed to two points: firstly Jardine's Corner (record held by H.M.S. Victorious), and secondly the viewpoint in Mount Austin Gardens record held by H.M.S. Ark Royal).

The first team (REAI Brian Meakin, Mech. Mike Ahern, and REM1 Steve Peerman) reached Jardine's Corner in 18 min. 05 sec., beating the Victorious record by over two minutes, and Mount Austin Gardens in 23 min. 54.5 sec. beating Ark Royal's record by three-quarters of a minute.

The second team (ERA1 "Tiger" Timms, OS Mick Phil-

lips, and LREM Geoffrey Ives) clocked 24 min. 46.4 sec.

This was not the only success in this field by H.M.S. Eagle while in Hong Kong. On the day after arrival, an athletic team from the carrier defeated 18th Light Regiment R.A. by 88 points to 63.

### CHILDREN'S HOME

On two occasions, Eagle sent parties to The House of Loving Faithfulness—a home run by three English girls for severely handicapped Chinese children. The sailors were able to help with many of the more skilled jobs of house maintenance and also the more mundane but difficult painting and decorating

The two "Peak" teams. Left to right—Rear, REAI Brian Meakin, REM1 John Dickson (res.), ERA1 "Tiger" Timms, LREM Geoffrey Ives. Front, Mech Mick Ahern, OS Mick Phillips, REM1 Steve Peerman



AB R. B. Gemine, of Plymouth, and PO El Brian Hamson, of Falkirk, two of the Eagle helpers at the House of Loving Faithfulness



At the presentation of the Eagle crest to the House of Loving Faithfulness—Lieut. Shad, of Helston, Cornwall, with Miss Conibear (left) and Miss Murray



## CARRIER - THAT - NEVER - WAS

The dictionary defines "Leviathan" as "anything huge or monstrous." No one will deny that the aircraft-carrier-that-never-was, the Leviathan, is huge—so is a white elephant!

Although, over the years, many suggestions have been made regarding her use, none has fruited.

Though on the disposal list since 1961, no buyer came for-

ward, and last month she made a final voyage. On May 23 she left Portsmouth for a Scottish shipbreakers' yard to be broken up for scrap.

Laid down in October, 1942, at Wallsend-on-Tyne, as a light fleet carrier, Leviathan was launched by the Duchess of Kent in June, 1945.

With the ending of the Second World War, work on the ship was suspended and she was

towed to Portsmouth, structurally almost complete and 80 per cent. fitted out.

For 15 years the ship was in No. 3 Basin in the dockyard and was frequently "raided" for spare parts for other warships.

In 1961 Leviathan made her first voyage for 16 years—to neighbouring Fareham Creek—and there she remained.

And now, the crowning indignity—razor blades!



## Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

### More pay and hope

Within the limits of the current incomes policy, the Government could not have done much more for Forces' pay than 7 per cent, plus improved allowances. Against the background of the recruiting figures, it could not have done much less.

After the uncertainty and irritation of being kept waiting after April 1 for some announcement about pay, the decision has been received with much relief, especially among married men living out of quarters.

If a married able seaman, living in quarters, does not view his increase of about 14s. a week with any great enthusiasm, there are some good grounds for optimism.

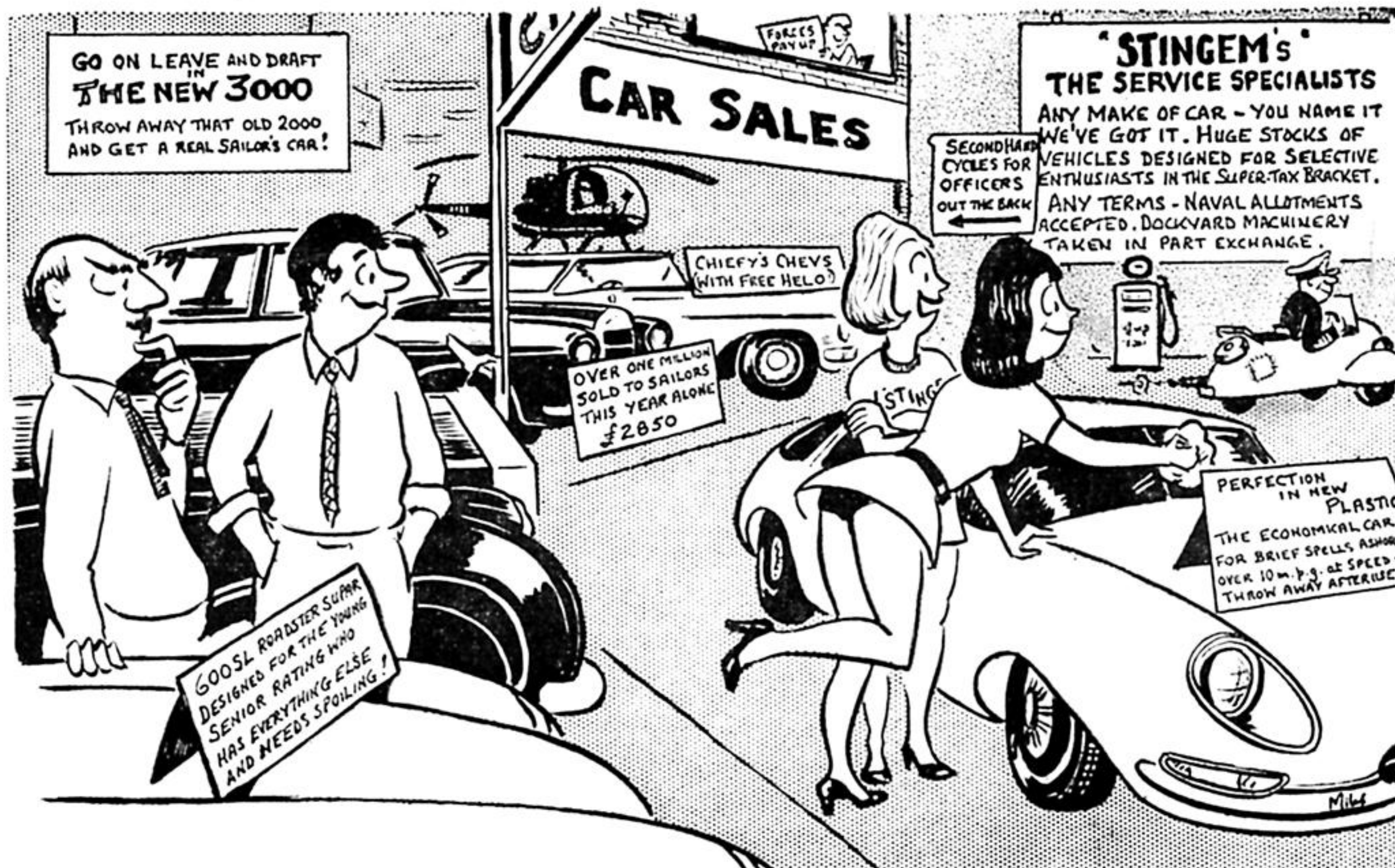
After the hammering the Forces have taken in the internal economic struggle, there is no doubt now of the real concern to maintain Britain's chopped-down strength. Recruiting has fallen so sharply that even the voice of extremism is likely to be stilled at the prospect of either awakening public alarm at the situation, or having to offer glittering rewards to attract and keep the men in uniform. The latter course would be particularly unpalatable.

### Recognition

The writing is on the wall, and plain to be read, that Britain has reached minimum levels for the preservation of national security and a role in world affairs. The whole tenor of the latest pay statement suggests a moving on from uncertainties to a recognition of what is required, and how it should be attained.

The Secretary of State, Mr. Healey, has pointed out that re-engagement has not deteriorated to the same degree as recruitment, and if future Defence White Papers carry on the hope now born, opportunities and rewards of Service careers will once again begin to show results. One of the reasons for present confusion is that White Papers and glowing recruiting advertisement have seemed so much at variance as to be almost ludicrous.

The only real disappointment at the 7 per cent. will be among doctors and dentists in the forces, whose views will have to figure prominently in the promised review.



"A quart of two-stroke and a refill for his lighter—the pay rise must have gone to his head!"

## ARK ROYAL WILL BE PEAK EFFECTIVENESS Air Arm's morale is 'tail high'

Excitement at the arrival at Yeovilton of the first Phantom F4K interceptor fighters for the Royal Navy cannot be dimmed by the background of recent events. This is what the Fleet Air Arm has been waiting for—the chance to fly this superb machine, and bring their branch of defence to an even higher peak of effectiveness.

"The Phantoms are coming" has been the cry which has sustained the Fleet Air Arm through the shocks of recent defence reviews and the still unbelievable decision to phase out aircraft carriers and fixed-wing capability.

In the dismay following the carrier decision, long-term anxiety at the effect on our armed strength was at least equalled by the short-term fear that loss of confidence among air crews would lead to such wastage that manning the carriers would be difficult if not impossible in the remaining—yet vital—period of their lives.

### No wavering

Astonishingly, nothing of the kind happened. The intake never wavered, and the candidates were of such high calibre that the failure rate ran at minimum levels.

Morale has never weakened. Efficiency and fighting spirit has been sharpened in a political

battle which in present circumstances they could never win.

So amid the uncertainty and suspense of what should have been dispiriting months, the Fleet Air Arm has flung itself into the enthusiasm of preparing for the new arrivals.

With tails high, and perhaps still strongly nursing the belief that the nation, if not its leaders, would eventually understand the error of judgment, Yeovilton has set up the training facilities on an economic, streamlined, and highly efficient basis.

### Getting on

Any sense of unreality, any hint of "is it really worth it," are emotions strictly for the on-looker. Within the Fleet Air Arm, they are getting on with their job as if nothing had happened—as though this were the beginning of a new era of sea-borne fixed-wing support for the armed forces.

As an example: The first three Phantoms arrived p.m. on April 29 and the first squadron sortie was flown before dusk the same day. No waiting for the grass to grow on the runway!

What is the attraction of these new Phantoms, both militarily and to the crews who will fly them?

### Leap forward

When they first came out about nine years ago they marked a great leap forward, with a speed almost twice that of sound. Though somewhat ugly, they are most effectively designed, and the succeeding models have reached a greater pitch of usefulness. With seven world speed records to date capacity for development is by no means finished.

For instance, the Royal Navy Phantoms have Rolls-Royce Spey engines, providing additional static thrust for short take-offs and rapid climb compared with the American Navy type.

The continuing improvement of the Spey engine will mean even greater capability for this

aircraft, which is already formidably outstanding in all the world's air forces.

Although an American aircraft, the Spey engines are not the only British parts. In all about 45 per cent. of components are British, including the Martin-Baker escape system, which is entirely automatic and has proved highly reliable in Service use on all models of the Phantom.

About half of the programme cost of the British Phantoms is being spent in the U.K.

A major item of electronic equipment is a high-powered forward-looking radar and missile computer system, the prime function of which is to prepare, launch, and guide the Sparrow or Sidewinder missiles for air-to-air attack.

This radar permits target detection and automatic tracking at extremely long range under all conditions of weather, day or night.

The Phantoms will be able to carry more than eight tons of external payload (conventional or nuclear bombs, fuel tanks,

air-to-ground missiles, rockets, mines, napalm, and cannon) on five stations beneath the wings and fuselage.

By the beginning of 1970, the carrier Ark Royal will have low-level Buccaneer Mk. II aircraft to provide offensive punch, able to skim a mere 50 feet above the waves to defeat enemy radar, and the Phantoms—the world's best fighting aircraft.

### Reassurance

As a cold war weapon, the carrier will provide for the withdrawal from east of Suez the finest support capability so far available.

One commission, then it will all be over, if present plans are carried to their conclusion.

In matters of defence, however, it smacks of a gambler's throw to organise timetables and reach decisions so far ahead of events.

Perhaps all will go well, the world will quieten, and like the mighty battleship Vanguard broken up without firing a shot

Sea Vixen escort from 892 Squadron for the Fleet Air Arm's newly arrived Phantoms



## Overseas buyers at naval exhibition

Navigation specialists and naval representatives from 38 countries visited the Navigation Equipment Exhibition, which was opened at White City, London, on May 2, by the First Sea Lord, Admiral Sir Varyl Begg.

The exhibition, the third sponsored by the Naval Sales Division of the Ministry of Defence, was designed to stimulate export sales. A number of the specialists from overseas visited London especially for it and the Associated Navigational Symposium.

Eighteen leading companies in this field were demonstrating and displaying more than 100 items of navigational and hydrographic equipment, supported by two "user" departments of the Royal Navy—H.M.S. Dryad, the School of Navigation, and the Hydrographic Department.

The exhibition was preceded by a Navigational Symposium held at the Royal United Service Institution, at which leading Royal Navy experts presented papers on navigation data, data logging, compasses, echo sounders, radar, hovercraft navigation and training.

## ARMS DUMP DISCOVERY

Undiscovered for nearly a quarter of a century, a dump left behind in Singapore Naval Base by the Japanese when they surrendered in 1945 has been found by the Admiralty Fire Service.

While fighting a fire involving 50 acres of undergrowth and secondary jungle close to the Armaments Depot, firemen came across a number of bombs in a still-smouldering area.

For safety reasons, firemen were withdrawn. The Fleet Explosive Ordnance Disposal Unit subsequently recovered or exploded 613 detonators, 1,801 picric sticks, 12 bombs, and 31 smoke floats, as well as mine-sweeping and spherical floats and 10,000 pistols used for setting off another type of charge.

In anger, the carrier force on which so much has depended may quietly fade into the back numbers of "Jane's Fighting Ships."

All the same, the Royal Navy is not alone among the armed forces in being quietly reassured by the fact that if paper plans go all awry, Ark Royal and Eagle could go on for several more years.

Though there is a threat to stop the payments, the insurance policy has still a long way to run.

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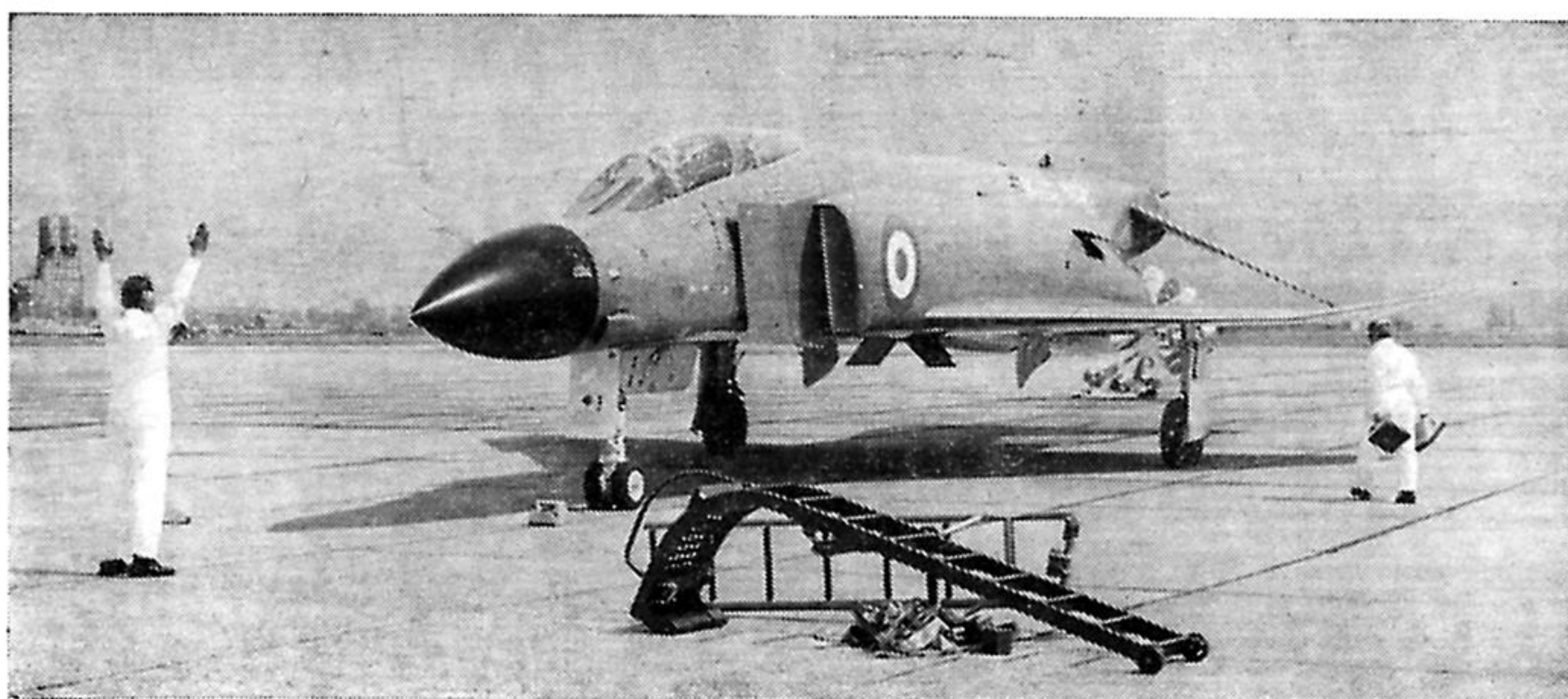
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# They're here!



## FIRST OF THE NAVY'S PHANTOMS

The first three Phantoms for the Royal Navy, the F4K (Navy version) arrived at the R.N. Air Station, Yeovilton, at 2.30 p.m. on April 29, having staged via Newfoundland and the Azores.

The McDonnell-Douglas personnel who flew the aircraft to the United Kingdom, returned to the States following the commissioning ceremony on April 30.

No. 700 Phantom Squadron was commissioned on April 30. This squadron (700 P) has been formed to prove the reliability and performance of the airframe, engines, weapon system and associated equipment of the aircraft in a Service environment.

It will operate with six aircraft over approximately six months.

### TWO SQUADRONS

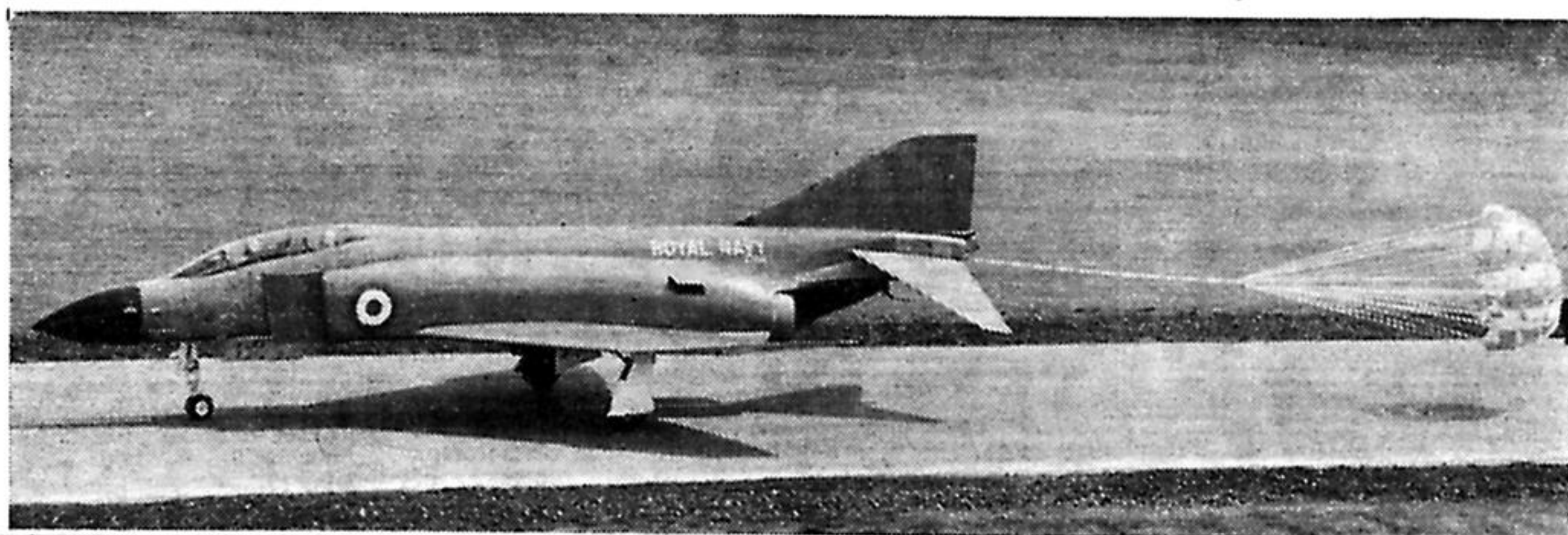
After that period, 700 P Squadron will be disbanded and two separate squadrons will be formed, one as a training squadron, and one as the first operational squadron, which is due to embark in H.M.S. Ark Royal during 1970.

The majority of the crew which will carry out the intensive flying trials have recently returned from periods of exchange duty with the United States Navy.

### VIXEN AEROBATICS

After the commissioning ceremony there was a fly-by of 16 Sea Vixens, followed by formation aerobatics by 892 Squadron Sea Vixens.

"Take my profile" said the camera-conscious film star, and this could well apply to the Phantom, which lays no claim to full-face beauty, especially with that dejected-looking down-swept tail arrangement



Cdr. K. C. D. Watson, the executive officer at R.N.A.S., Yeovilton, pours a celebration drink for Cdr. A. M. G. Pearson, commanding officer of 700 Squadron.

### Presentation from naval aviators

During the ceremony following the arrival of the first three Phantoms at Yeovilton, a silver bowl was presented to a representative of the manufacturers, Mr. C. M. Forsyth, of McDonnell-Douglas.

It was handed over on behalf of British naval aviators by Capt. G. C. Baldwin, commanding officer of R.N.A.S. Yeovilton (right), to be presented annually by McDonnell in the N.A.T.O. golf tournament. Also in the picture is the Flag Officer Naval Air Command, Vice-Admiral D. C. E. F. Gibson.



## SICILIAN TRIP FOR DIVERS

In order to prevent the sacking of Grecian, Byzantine and Roman wrecks in the seas off the Lipari Islands, the Italian authorities were anxious to acquire the services of a disciplined team of divers, and 10 men from the Naval Air Command Sub-Aqua Club flew to Sicily on May 2.

The team was led by Lieut.-Cdr. J. B. Gayton, of Farnborough. Other members were Lieut.-Cdr. H. Murray (Hayling Island), Eng'r Lieut. R. H. Graham (Hayling Island), Wdmtr-Lieut. T. Montgomery (Fareham), El Mech J. N. Brown (Ilchester), Ch El F. S. Shaw (Gosport), AA A. G. Swinyard (Newton Abbot), NAM M. G. Duncan (Kelty, Fife), MA D. T. Richards (Ilchester) and LRO(G) K. W. Alner (Cowplain).

The team found two wrecks near the island of Filicudi at 120 ft., one on top of the other.

One was a Greek vessel dating from about 400 B.C., the other, a warship of about 1700.

### BRONZE CANNON

The team raised three bronze cannon from the warship, and

beneath the ships was a nest of amphora — the earthenware type of jug once used in the Mediterranean for carrying cargoes of oil and grain.

The Navy divers celebrated their successes by drinking from one of the 2,300-year-old jugs.

Another expedition being mounted by the club this year is to complete the survey and recovery of objects from what is believed to be H.M.S. Association, on the Giltstone Reef off the Scilly Isles.

Should "rival" teams impede their efforts, the Air Command Club intends to search for another ship of Sir Cloudesley Shovell's squadron, sunk on October 22, 1707—H.M.S. Eagle.

This wreck is not a treasure ship, but it is of historic importance.

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# H.M.S. PROTECTOR'S LAST COMMISSION

For more than 30 years, thousands of men have served in H.M.S. Protector, in peace and war, in fair weather and foul, but Protector has now made her last voyage.

The oldest sea-going ship in the Royal Navy, she arrived back in Portsmouth on May 3, at the end of her 13th and final trip to the Antarctic and Falkland Islands.

Protector, built by Yarrows of Scotstoun, was laid down in August, 1935, launched a year later by Mrs. Geoffrey Layton, and completed in December, 1936. She is to pay off to await disposal.

## FOURTH OF NAME

Her role of supporting British interests in the Antarctic will be taken over by H.M.S. Endurance, formerly the Danish ship Anita Dan, now completing her conversion at Harland and Wolff's, Belfast.

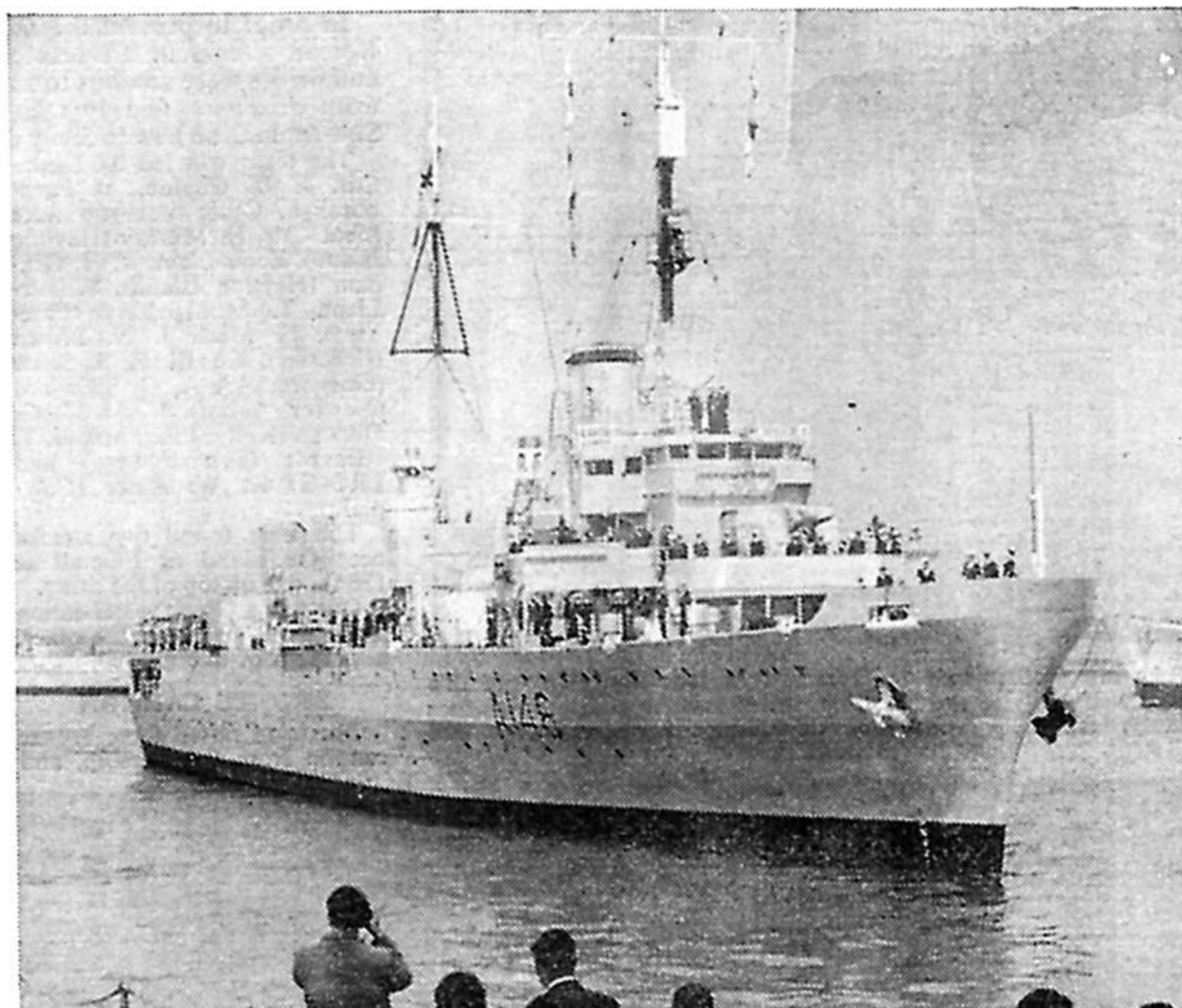
The fourth ship to carry the name in the Royal Navy, Protector was built as a fast net-layer and target-towing ship. Displacement in that category was 2,900 tons.

During the last war she saw service in the Mediterranean, South Atlantic, East Indies and Northern waters, and was extensively damaged by an aerial torpedo.

## 1954 REFIT

She was extensively refitted in 1954 for her present role, and her displacement today is 3,450 tons (standard).

The refit included strengthening her hull against ice, installation of special insulation and internal heating to withstand the coldest weather, improvements in living accommodation, and the building of a flight deck and hangar for two Whirlwind helicopters.



The helicopters have been used extensively for ice reconnaissance, photography and carrying personnel and stores.

## SURVEY WORK

During her periods spent right down south, H.M.S. Protector has regularly visited the Falkland Islands and British dependencies in Antarctica.

The ship has also worked in

close co-operation with the British Antarctic Survey and assisted in the general task of hydrographic surveying and other scientific work.

The ship's badge, a demigryphon gold on a red field, is derived from one of the crests of the Lord Protector of England, 1549, Edward, Duke of Somerset.

"Faith for duty" is the ship's

H.M.S. Protector arrives at Fountain Lake, H.M. Dockyard, Portsmouth, on May 3, after her final commission

motto. In view of her very long service this might now read, "Faithful duty."

Each tour of Antarctica meant that the ship travelled over 30,000 miles, and each trip has produced its own high-light.

The visits to Tristan da Cunha, bigger and better icebergs, the farthest point south—all these were high-lights, but perhaps the meeting up with Sir Francis Chichester at the end of March, 1967, while he was rounding Cape Horn in Gipsy Moth IV, can rank as one of the biggest.

## MEET MY SISTER



The charming young lady is Cook Mike Callaghan's sister Margaret, who was there to welcome him back. Their home is at Solihull, Birmingham

## MEET YOUR FAMILY

... Which is what Mrs. Vivien Bee might be saying to her husband, Petty Officer Brian Bee, when he met his twin daughters Linda and Debbie for the first time. They also have another daughter, Susan. At present PO and Mrs. Bee live at Denmead (Hants), but their home town is Doncaster

Photos: PO (Phot) D. Morris



**If you were posted abroad tomorrow, here's how Westminster Bank would help you**

**THINK A MINUTE.** One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

**1. Buying a car.** Say you are buying a car through hire-purchase. You can pay all instalments with a 'standing order'. The Westminster will pay them regularly in your absence. That goes for mortgage payments, rates, subscriptions, we'll do all the remembering for you.

**2. Joint accounts.** Let us assume you're married. We can arrange for your wife to draw money from your account or have a joint account. Regular statements will be sent.

**3. How on earth can you save?** Suddenly you are spending not pounds but foreign currency. Very exciting. And can be very expensive. At such times the idea of saving will seem dull. It is

nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

**4. Let us take care of the worrying, too.** It is easy for a man on active service to get tangled up in complicated questions of money affairs. Your local Westminster Bank Manager will be pleased to help you find the very best advice on these matters.

### Call in at your nearest Westminster Bank

We hope we have convinced you that we understand the problems your life may present at any moment, and that we can give you a lot of immediate help with them. Why not have a friendly talk with your local Westminster Bank Manager? He'll tell you just how easy it is to open an account with us. Or write direct to the Head Office of the Westminster Bank, 41 Lothbury, London EC2.



## Singapore dockyard plans going well

Addressing the Naval Base workers at Singapore, the Commodore Superintendent, Commodore F. C. W. Lawson, told them that plans for the conversion of the dockyard to a commercial ship repair yard were "going well."

While it was difficult to forecast, he judged that naval work would keep the Naval dockyard extended into 1969 and probably into 1970.

There was a good prospect, the Commodore said, that a

programme of commercial ship repairing would be developed to dovetail into the naval programme, so that the dockyard would continue right through into the 1970's and beyond, employing a large number of men.

He did not contemplate any large-scale redundancies in the

three stores departments in 1968, 1969, or 1970.

Except in a few minor instances, including the Loyang boom defence depot, it was planned that the greatest part of the run down of the Naval Base would take place in 1971.

"This means," he explained, "that the great majority of employees of the Naval Base who wished to remain in the employment of the British Ministry of Defence, would be able to do so for another two-and-a-half years at least."



## FILMS FOR THE FLEET

# Gritty reality in gun fights

Guns, battles, and fighting galore provide meaty entertainment in the latest list of films released by the Royal Naval Film Corporation for showing to the Fleet.

The only picture with any claim to some underlying seriousness is "Planet of the Apes," but this also is fast-moving and exciting.

The full list of films is as follows:

**Hour of the Gun.**—James Garner, Jason Robards, Robert Ryan. The exploits of Wyatt Earp are presented in a virtually "anti-hero" mould. The relentless atmosphere has a gritty air of reality. There is plenty of action and the gun duels are furious. Popular entertainment for Western fans. (United Artists.)

No. 672

**The Karate Killers.**—Robert Vaughn, David McCallum. Another episode in the UNCLE series. The story is strong, lively and boisterous, and provides escapist fare. Thrills and spectacular presentation make this one of the best of UNCLE v. THRUSH. (M.G.M.)

No. 673

**Planet of the Apes.**—Charlton Heston, Roddy McDowall. A story with a serious content. Ingenious, satirical, thoughtful, with plenty of action providing thrilling entertainment. (20th Century Fox.)

No. 674

**The Mercenaries.**—Rod Taylor, Yvette Mimieux, Kenneth More. The story is set against the background of the 1960 civil war in the former Belgian Congo. Exciting, spectacular, and often grim, in which the violence is not soft-pedalled. A tough action film. (M.G.M.)

No. 675



The glamour of Yvette Mimieux manages to emerge even amid the grime of war in "The Mercenaries."

## The 'fight by guess' in Room 39

A U-boat is sighted—just momentarily—a couple of hundred miles off the west coast of Ireland. Which way will it go? There is a convoy only a few hours steaming away. Should it be diverted? If so, in which direction?

The escort group, resting after a hazardous ten days at sea, should it be sent to the area? And to which area?

And just suppose that the sighting—after all it was only momentary—was not a U-boat after all? Could one have been in the spot indicated?

Such were the types of questions dealt with by the Naval Intelligence Department in Room 39—the Tracking Room—during the Second World War.

### CAREFULLY SIFTED

Facts, hunches, shrewd guesses—all were carefully sifted in Room 39 (and it was remarkable how accurate those hunches and shrewd guesses became as the war progressed) and appropriate action was taken.

In "Room 39—Naval Intelligence in Action—1939-45", by Donald McLachlan (Weidenfeld and Nicholson, 50s.) the intricacies of naval intelligence, how it was obtained, the use to which it was put, are told with clarity and authority.

Donald McLachlan, who served on the personal staff of the Director of Naval Intelligence from 1940 to 1945, discusses the principles and philosophies of operational intelligence.

He describes how these were applied by such characters as Admiral John Godfrey, its energetic director, Norman Denning, and Ian Fleming, the D.N.I.'s personal assistant and creator of James Bond.

H.R.B.

### Useful guides to sailing

Books about all the various aspects of sailing may seem to be overloading the shelves, but it is quite evident that enthusiasm for the sport includes an avid desire to read ever more about it.

For the beginner, an admirable booklet has been produced by Adlard Coles Ltd., *Starting to Race by John Fisher* (No. 11 in the Bosun series, price 15s.). It does not pretend to go deeply, for instance, into the rules, but it succeeds in giving an easily understood explanation of the management and organisation of sailing races, sufficient to give a learner the confidence of "know how."

For the expert, *Racing Techniques* by Conrad Gulcher

(Adlard Coles, price 18s.) is exceptionally good value. Just reading about tactics is seldom easy to follow, but this volume is totally devoted to carefully produced diagrams. A really first-rate effort for modern craft and conditions.

For the boating types who tend to scorn endlessly "going round the buoys," the world of small cruising craft is expanding at a great rate. All too often the newcomers are somewhat lacking in the knowledge of the kind of yacht and equipment best fitted to their needs, and in the caution borne of experience.

Commonsense and sound advice are the basic ingredients of *Guy Cole's Starting to Cruise* (Adlard Coles, price 15s.). The beginner will save himself (and possibly others) a deal of trouble by some initial "fireside voyages" with his useful volume.

### Facts about the Arab war

The man in the street who, in most cases, wishes to be fair, must be more than a little bemused with the rights and wrongs of the Arab-Israeli conflict.

He has listened to innumerable politicians and would-be "experts," all of whom have put the case for their particular favour in what appears to be unassailable truth, but for the man with no axe to grind, the man who wants just the facts, all these articles, interviews and the like have made confusion worse confounded.

In *The Arab-Israeli Conflict—the 1967 campaign*, a Kees-

ing's Research Report published by *Keesing's Publications Ltd.*, Keynsham, Bristol (7s. 6d. plus 6d. postage), the student of current affairs will find the facts.

The report provides a brief introduction to the origins and development of the Arab-Israeli conflict, and a factual survey of the principal events of the 1967 war and ensuing developments up to January, 1968.

The object of the report has been to record the facts, without comment, as objectively as possible.

### Evolution of the North Sea

In his book *The North Sea* (Frederick Muller, 40s.), George Morey deals with the circumstances which have brought the peoples on both sides into contact.

This first-class book tells of the evolution of the North Sea—early trading links, smuggling, fishing, the growth of the seaside resorts, and the Navy.

Well illustrated, this very readable book is well worth a place on any bookshelf.

### 'Boiler' submarine to nuclear power

It is a far cry from that day in 1864 when an American Confederate officer, Lieut. George Dixon, in a boiler converted into a submersible, sank the Union steam sloop *Housatonic* in the outer harbour at Charleston.

The development of the submarine throughout the world

## NEW ON THE BOOKSHELF

during the past 100 years is such that many volumes would be necessary to cover it fully, but *Edward P. Stafford*, in *"The Far and the Deep"* Arthur Barker, 5 Winsley Street, Oxford Circus, W.1, 36s.) has adopted the method of achievements in the submarine world.

From the U.S.S. Holland of 1900, the author tells of the sinking of the *Hogue*, *Aboukir* and *Cressy*, by the German U-9, when 36,000 tons of British warships went to the bottom with the loss of 900 men on September 21, 1914.

All classes of submarines are mentioned, including the British midgets, and the Italian torpedoes with buoyancy chambers which were used to damage Valiant and Queen Elizabeth in Alexandria harbour in December, 1941.

Naturally the nuclear-powered submarines come in for considerable description. Stafford gives a vivid account of the transpolar voyage of the U.S.S. *Nautilus* from the Pacific to the Atlantic via the North Pole.

"The Far and the Deep" is of absorbing interest, appealing to all who have served in submarines and to that very large number who wonder what it is like to live and fight below the surface of the sea.

### ASSURANCE ON REDUNDANCY

Mr. Maurice Foley, Under-Secretary for Defence (Navy), visiting the Careers Office in Manchester, confirmed that there would be no redundancies in the Royal Navy until 1970. "Navy News" regrets that, owing to a typographical error, the "no" was omitted from the report published in the May issue.

## ANGLO-FRENCH EXERCISE AT PORTLAND

The Flag Officer Sea Training (Rear-Admiral J. C. Y. Roxburgh) and the Portland Squadron had its usual quota of visitors last month, but the annual exercise with British and French naval forces from May 14 to 19, Exercise BRITEX, was probably the predominant event.

The two forces were at sea for four days, and the exercise included air attacks by French naval aircraft and submarine attacks by the French submarine *Dauphin* and H.M.S. *Alliance*. The task force was also

based on Brest, and they are engaged on work similar to that of the Portland Squadron.

Rear-Admiral Mouton, Flag Officer Flotillas, Atlantic Squadron, French Navy, flying his flag in *Surcouf*, the escort vessel, visited Portland from May 3 to 6.

The Netherlands Chief of Naval Staff, Vice Admiral H. M. Van Den Wall Bake, had two days of discussions with the Flag Officer and his Flag Captain, Capt. K. Lee-White.

Another visitor was Lord Winterbottom, the Parliamentary Secretary to the Ministry of Public Building and Works.

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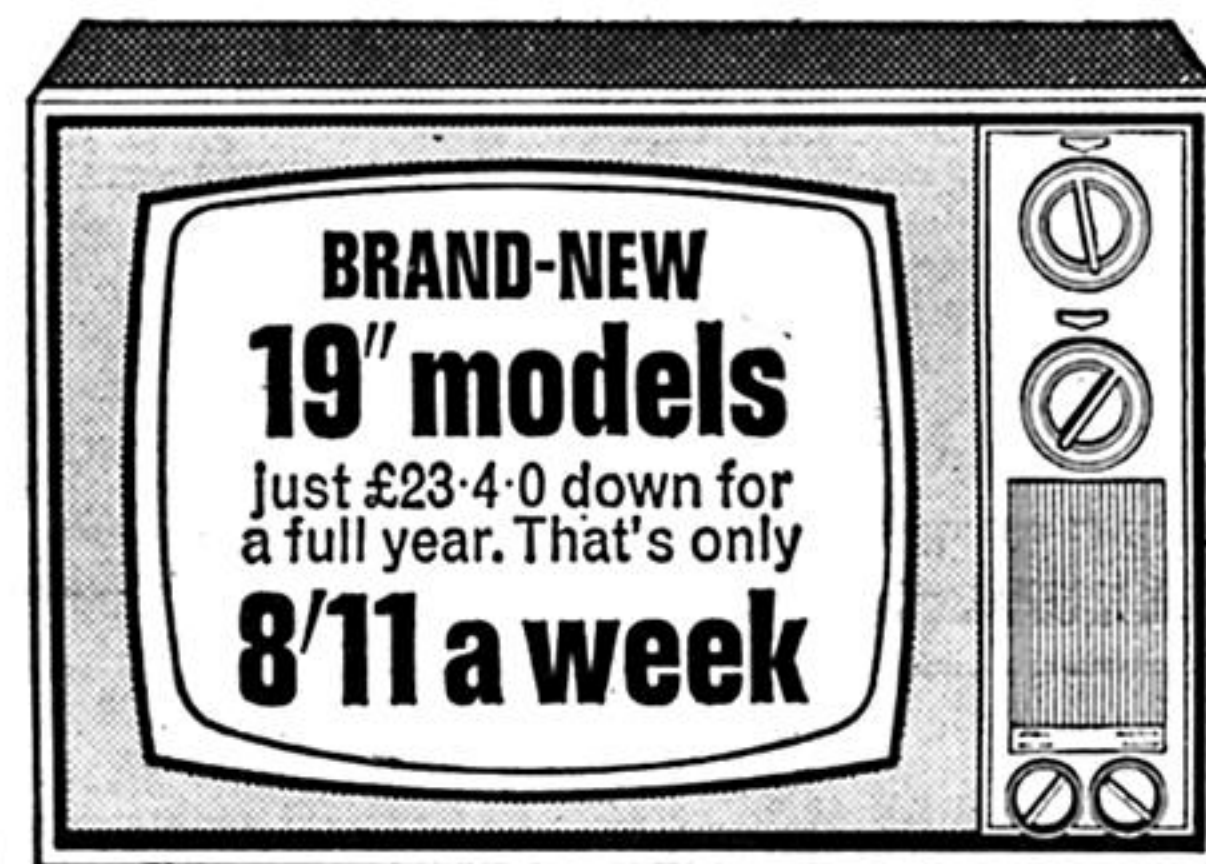
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# 'A DIME A HEAD FOR THE SPREAD'

## Canadian help with Enfield party

Although the Enfield branch organised the Easter party to the children and grandchildren of the members and to 100 children from Dr. Barnardo's Home, the money to pay for it came, in the main, from Canada.

A Canadian counterpart of the Royal Naval Association, the Naval Veterans Association of Canada, through Lieut.-Cdr. J. Jefferies, R.C.N. and Mr. E. M. McAvoy, president of the association, sent the cash for the party to their mutual friend, Shipmate R. L. (Titch) Maguire, chairman of the Enfield branch.

Each year the Canadian boys of the sea cadets and the Navy League put their odd cents into what they term "A dime a head for the Enfield spread" and the total, together with many dollars, helps to provide money for presents, entertainment and, of course, "big eats."

### FILM RECORD

The party went on for six hours and for all this time a film and tape recording was being made. This is being sent to Canada to let the sponsors see how their money was spent.

A final word. The Enfield Ladies' Section worked really hard to put on a first class spread. Everyone—except the children—was very tired at the end, but the cheers and smiles of the youngsters were ample reward for all the efforts.

### Bangor 'invite'

Responding at the annual dinner and dance to the toast of the Bangor (N. Wales) branch, the president, Judge Meurig Evans, took the opportunity of



## THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER  
Patron: H.M. The Queen

"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

inviting the guests, who outnumbered the members by five to one, to become members.

Such support would aid the branch in acquiring its own club premises.

Shipmate R. R. Wootton, the branch chairman, reviewed the year's working, thanking Shipmates Alan Williams (treasurer) and Len Leatherby (secretary) in particular for their splendid support.

Shipmate Leatherby welcomed the guests, who included the Mayor and Mayoress of Bangor (Councillor and Mrs. Whitworth) and a former Mayor and Mayoress of Caernarvon, Alderman and Mrs. F. White Phillips.

In a group of 24 Anglesey guests were personnel from the Ty Croes Camp.

The Mayor of Bangor responded on behalf of the visitors.

### Skegness dinner

When the Skegness branch held its 17th annual dinner and dance, the members felt that they were back in the "Andrew," although their guests were sometimes "all at sea."

With "Murphies a la crusher" and "Ally Slopers and Duck" on the "Me an' U," it was understandable that the guests were a little dubious about what to order, although "Mess deck capers" after the meal was more understandable.

The chairman's wife, Mrs. Margaret Buck, for the sixth time, produced a cabaret. With a cast of about 18, the show ran for 40 minutes non-stop, involving about 30 songs and comedy numbers.

### Guildford shock

A warm invitation has been extended to all retired or serving personnel living in or around

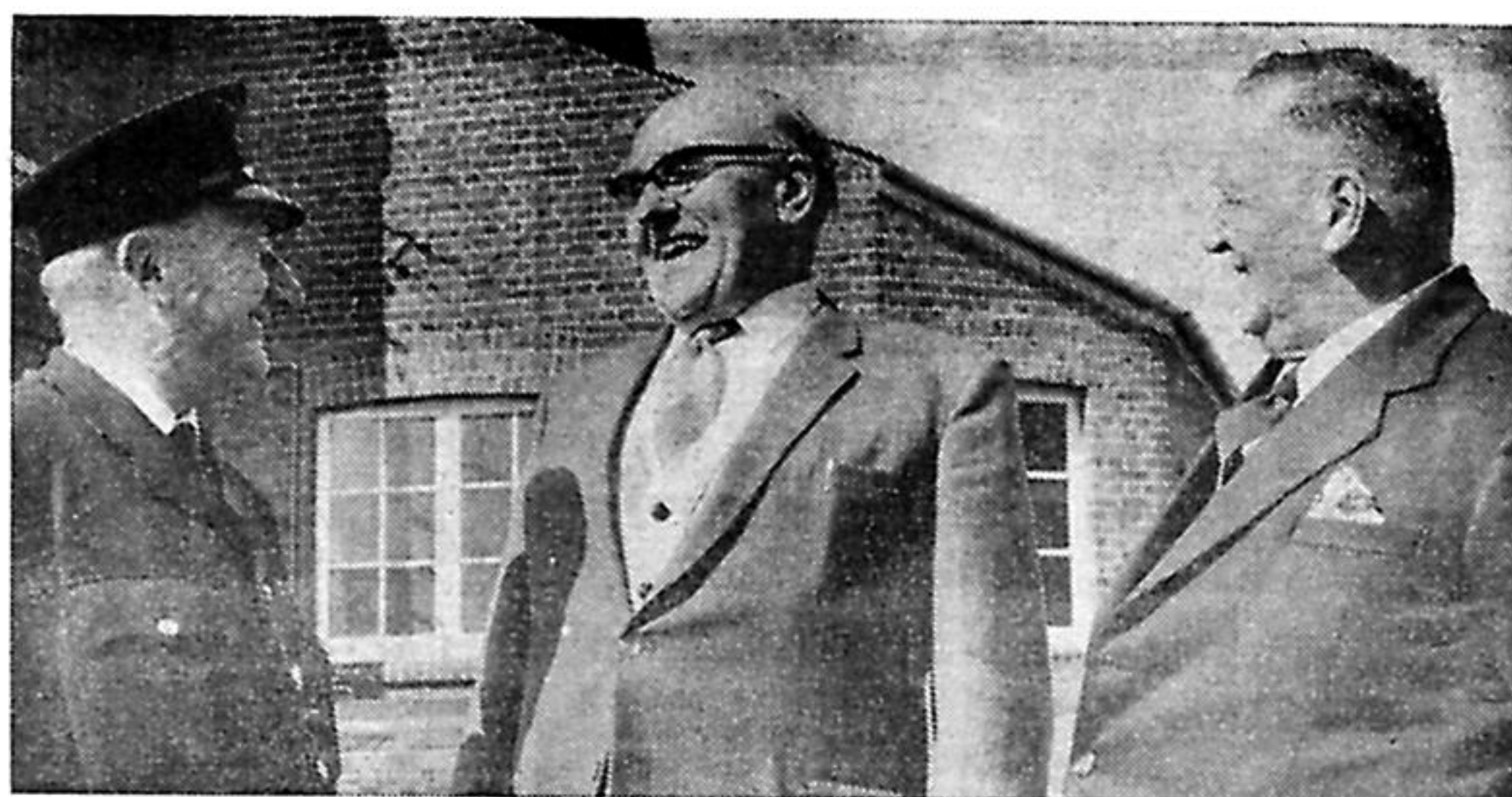


Photo: Middlesex County Press

Jovial Fred Allen (centre) greets his old shipmate, Tom King. On the right is Harold Knipe

## FIRST MEETING FOR 53 YEARS

Fifty years is a long time and it was with only the vaguest hope of any replies that F. S. Allen, of 228 Dogsthorpe Road, Peterborough, asked "Navy News" for a little space to ask for men who had served with him in H.M.S. Dominion (1914-1918) to get in touch with him.

But the vague hopes were realised. A one-time shipmate, Tom King, of Hazeldene Gardens, Hillingdon, saw the notice and got in touch with "Darby" Allen.

And so it was on April 5, 53 years to the day when the two last saw each other, Mr. Allen and Mr. King met.

And, notwithstanding those 50-odd years, Mr. Allen recognised his old shipmate even before his car had stopped. "You really do look just like you used to," he said.

Another who read the notice was Mr. Harold Knipe who, for the past 20 years, has lived only five miles from Mr. Allen.

Mr. Allen, who spent 25 years in the Peterborough police force, is writing a book about his experiences.

Mr. King was a postman in Uxbridge for 25 years, being awarded the Imperial Service Medal.

Shipmate Forgham and Shipmate Clewes.

Replying to the toasts of the guests Admiral Crowley said he was impressed with Purley's progress, stressing that the Association really looked after all ex-naval personnel.

He also stressed that to survive every branch must enlist young blood.

### Newton Abbot

The Newton Abbot branch started its summer social programme with an evening coach outing through the Teign Valley, stopping for refreshments at Chudleigh.

Entertainment was provided by Mrs. W. Doddridge (piano) and Mr. J. Healey (guitar).

Another social event was a visit to the Plymouth branch, some 40 members and friends being greeted by the Plymouth chairman, Shipmate Babbage.

The social included an "Easter Bonnet" competition in which Mesdames L. Ellis, B. Lewis and M. Kempen took the honours.

The Ladies' Section started their summer season with a trip to Buckfast Abbey and Dartington Hall.

### 'Success' wish

The guest of honour at the 11th annual dinner and dance of the Lichfield branch was Lieut. L. Williams, at present battling, single-handed, across the Atlantic in the "Spirit of Cutty Sark."

The branch president, and president of No. 8 Area, Lieut. J. Beresford, wished Lieut. Williams every success.

The president informed the members that the branch would soon be opening a club and headquarters of its own.

### Purley's guest

The guest of honour at the Purley and District branch's annual dinner on May 4 was Rear-Admiral G. C. Crowley, the Director General Naval Personal Services.

The branch president, Cdr. J. S. Kerrans, and Mrs. Kerrans were also present.

Received by the branch chairman, Shipmate Bennett and the secretary, Shipmate Forgham, Admiral Crowley soon made himself at home.

One he met was Shipmate Sam Githam, an old Caterham and Godstone member, who served at Jutland the year in which the Rear-Admiral was born.

Toasts were proposed by Cdr. Kerrans, Shipmate Hannon,

## ASHFORD'S HECTIC EIGHT DAYS

The visit of the shipmates of the Ashford (Kent) branch to Dorset went all too quickly. Wherever the members went they were feted, and the eight days were more than a little hectic.

Met by the Bridport secretary on arrival, the first visit, that very evening, was to Lyme Regis to meet the Charmouth shipmates.

The next visit was to the Portland branch. There the visitors were presented with an Association crest mounted on an oak shield. In turn the hosts were given a plaque of H.M.S. Kent.

On April 24 the party had a real nautical afternoon and evening. Guests of the Chief Petty Officers and Petty Officers of R.N. Air Station, Yeovilton, the Ashford party had a grand time.

This time the visitors had another gift—a crest of H.M.S. Heron.

On another evening the holiday makers went to Charmouth for a game of skittles. This was a game that Ashford had never

played before, but they must have had "beginners' luck" for they ran out the winners.

The last visit was to the headquarters of the Bridport branch where everyone had a wonderful time.

The Ashford chairman, Shipmate Collins, met up with an "old ship"—Admiral Sir Gerald Gladstone, president of the Bridport branch.

The Admiral was presented with a crest of H.M.S. Kent for the Bridport headquarters.

## Renown Commander visits Merseyside submariners

It must have been quite a night when Cdr. R. J. P. Heath, commanding officer of the port crew of H.M.S. Renown, the Polaris submarine, visited the Merseyside branch of the Submarine Old Comrades' Association.

Presentations were made by Cdr. Heath to Boatmates Les Fowles, Bill Kibbey and Tommy Heath (the stalwarts), as well as to the "Musical Maestro," Tom Black.

Certificates were presented to Cdr. Heath and for Cdr. Mills (the starboard crew commanding officer, who could not be present), by the branch president, Bob Pounder.

After the speeches, Boatmate Alf Hatton piped "Up spirits." He was so good that two members jumped into their "flea bags," thinking he had piped "Hands to make and mend clothes."

Good fun there was in plenty. Boatmate Ernie Jones' eyes popped out like a pair of purser's socks when he spotted

Anita's mini-skirt. (Anita is the lady supplying the liquid requirements of thirsty boatmates.)

Ernie thought that the Folies Bergère had been hired, but he was told that Eric, the barman, had put two hundred-weight of bromide in the mild and bitter. This made his spirits drop somewhat.

Boatmate Alf promised to supply purple hearts to all who could not stand the pace, or, alternatively, he would get the sailmaker to sew eight inches on to Anita's mini. (This did not meet with much enthusiasm.)

Eric, the steward, said the sale of Pernod off the top shelf, in doubles every time, had soared to enormous heights.

Ernie, whose thoughts went

back to a famous street in Malta, was so entranced that he drank Capt. Duffy's beer!

The "Jolly Roger" of H.M.S. Rorqual was on display, together with a German gas mask, captured from the German U.570, later renamed H.M.S. Graph, in which Boatmate Bill Kibbey served.

Bill has presented the Jolly Roger and mask to the branch—it is believed that the gas mask will be presented to the museum at Fort Blockhouse.

One unfortunate incident marred the evening. Someone among the guests borrowed six ships' crests. It is hoped that they will be returned (no questions asked) otherwise only bona fide members and their guests will be allowed to attend future meetings.

# RED BARREL

for men who can handle a fistful of flavour



**WATNEYS RED BARREL**

### Henlow branch

The strength of No. 6 Area of the Association was increased on April 26, when the Henlow (Beds) branch commissioned.

The commissioning ceremony was performed by Shipmate Eric C. Knight, vice-chairman, National Council. Twenty-two shipmates were enrolled during the evening.

Visitors included shipmates from Luton, Royston and Hertford branches.

The chairman of the newly formed branch which will meet at "The Bird in Hand," Henlow, is Shipmate S. Mahoney. The secretary is Shipmate E. A. Hughes, 1 Britains Rise, Lower Stondon, Henlow.



# Nationalist M.P. guest of the Navy

Mrs. Winifred Ewing, Scottish National Member of Parliament for Hamilton, was the guest of the Royal Navy at Rosyth on May 17 at the invitation of Vice-Admiral Sir John Hayes, the Flag Officer, Scotland and Northern Ireland, who met Mrs. Ewing during a recent visit to Invergordon.

Mrs. Ewing had lunch with Vice-Admiral Hayes before visiting Maritime Headquarters, Pitreavie, where she was given a briefing on the operational role of the Royal Navy in Scotland. Air Vice-Marshal A. V. R. Johnstone, Air Officer Scotland and Northern Ireland, attended. Later, Mrs. Ewing at Rosyth Dockyard visited the Anti-Submarine Frigate H.M.S. Keppel, commanded by Lieut.-Cdr. Ronald Laughton. Keppel

has recently been on Icelandic fishery protection patrol.

Mrs. Ewing visited the bridge, walked round the operations room and the upper deck, and met some of her constituents serving on board.

Before leaving the Dockyard, Mrs. Ewing had discussions on the tasks of the Dockyard with Mr. S. T. Flannery, General Manager; Capt. J. S. Launders, Captain of the Dockyard; and departmental managers.



Mrs. Winifred Ewing, Scottish National Member for Hamilton, meets one of her constituents, POME William Hamilton. The other ratings in the photograph are Scots serving in Keppel. Photo: CPO (Phot) R. A. Pugh

## The 'News' Diary

### Naval 'double'

There has been a change of uniform for Lieut. Cyril Francis Lafferty, of Broadmayne, Dorchester, now serving with the United States Navy to train for an ambitious Anglo-U.S. deep-sea diving experiment later this year off California.

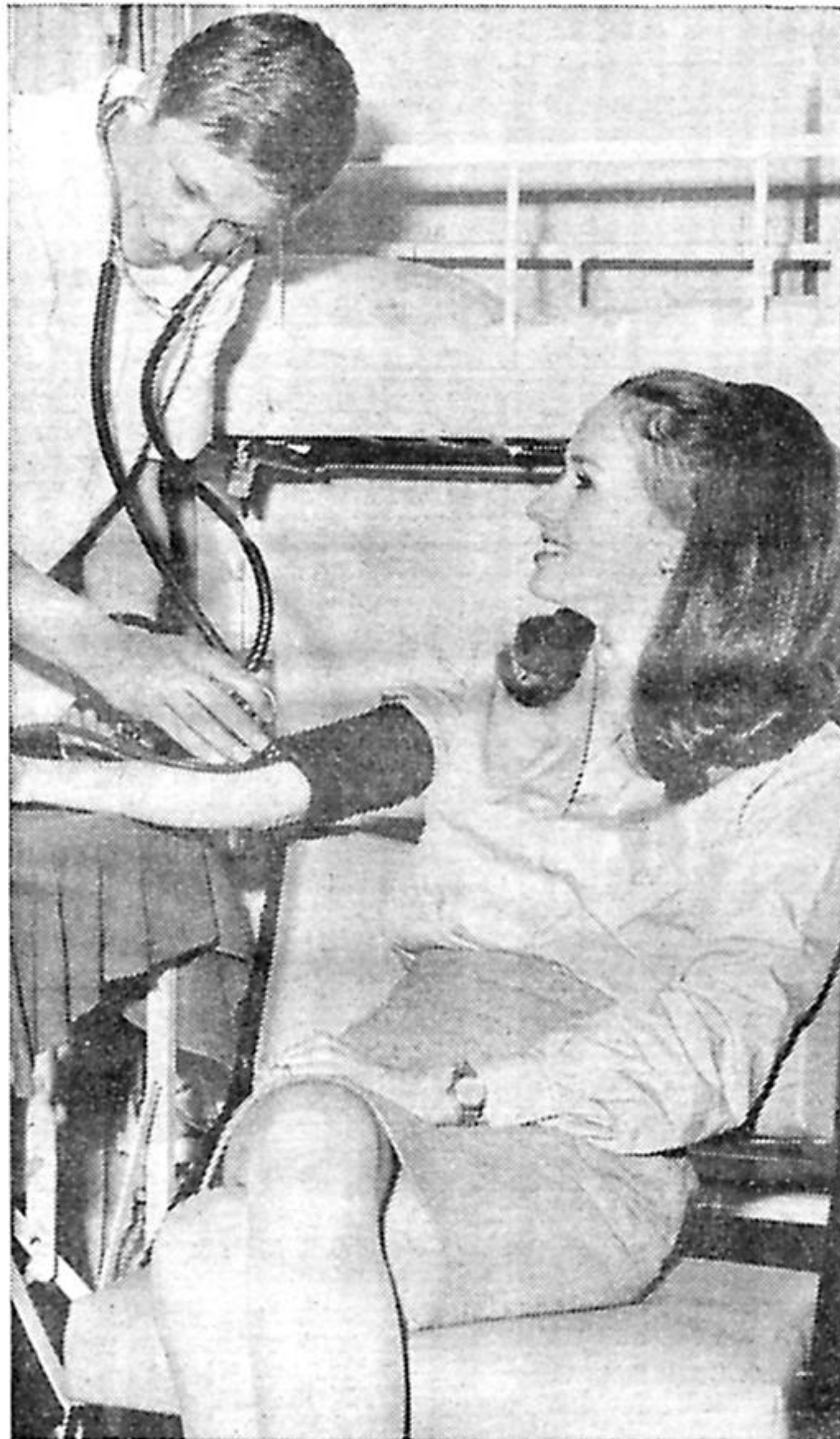
He belongs to one of the five teams of "aquanauts" who will live on the sea bed at a depth of 620 ft. during experiments lasting 60 days. Canadian and Australian personnel are also taking part, and all engaged

wear U.S.N. uniform. Their united efforts will be focussed on finding new ways of helping man to live and work more efficiently in the sea.

Lieut. Lafferty, who is 30, was officer in charge of the clearance diving team at Plymouth, before going to the States.

### Royal visitor

The Duke of Edinburgh will arrive at Singapore on June 5 to present new Queen's and Regimental Colours to 42 Com-



### SICKBAY VISIT

According to the caption supplied, it is the lady visitor having her blood pressure taken by Junior Medical Technician Frank Reed, of Haslar Hospital. No figures were disclosed for the effect on him.

The picture was taken at the Royal Naval and Royal Marine stand at the Scottish Ideal Home Exhibition in Edinburgh, part of the stand being a full-size replica of a sickbay aboard a Leander class frigate.

Photo: CPO (Phot) R. A. Pugh

### Two commended

The rescue of an unconscious man from the sea off Haslar Wall, Gosport, had a sequel when LMA P. R. Wellings, of Chalfont St. Giles (Buckinghamshire), and Naval Nurse P. Merrifield, of Solihull, received the commendation of the Commander-in-Chief, Portsmouth (Admiral Sir John Frewen).

LMA Wellings successfully applied resuscitation, while Nurse Merrifield raised the alarm and alerted the medical services.



Lieut. Lafferty in his United States Navy uniform

mando, Royal Marines, at the R.M. Fleet Amphibious Forces Base at Sembawang.

The Unit's original colours were received from the Duke in Malta in 1952.

### Knowing the ropes

For Lieut.-Cdr. W. E. Pearce, "getting to know the ropes" of his new job has special meaning, for he is the new commanding officer of the Victory ship in Portsmouth Dockyard.

As a boatswain, his appointment is in keeping with the Victory tradition to have commanding officers in the same specialisation.

Lieut.-Cdr. Pearce joined the Navy as a boy seaman at H.M.S. Ganges, in 1935, and his recent appointments have included the command of the boom defence vessel Barfoil at Singapore, and with the Admiralty Interview Board at H.M.S. Sultan.

Married to a former Wren, he has two daughters, June (19) and Christine (14).

The younger daughter has been delving into Victory's history and, according to her father, "has come up with some surprising facts."



Lieut.-Cdr. Pearce 50 ft. above the deck of H.M.S. Victory

Photo: PO (Phot) D. Morris

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at Plymouth  
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in the  
fabulous new Lounge Bar  
of the

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I wish to use the Naafi Car HP Scheme  
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Make \_\_\_\_\_ Year \_\_\_\_\_  
Delete whichever is NOT required
6. (a) Rank \_\_\_\_\_  
Name (Block Letters) \_\_\_\_\_  
(b) Address for reply (Block Letters) \_\_\_\_\_
7. Date \_\_\_\_\_





Would you like an opportunity to help shape the Royal Navy of the future? How? The Naval Manpower Utilisation Unit has been set up to assist in this by providing factual data, and volunteers are required for service with this unit.

The unit's formation was announced in D.C.I. (R.N.) 1160/67. It is engaged in the study of the manpower required to operate, maintain, and support the ships of the fleet. The Leander class frigate has been chosen as its first objective.

As stated in the D.C.I., the unit needs the co-operation of all appropriate authorities.

### Long overdue?

To date, co-operation from all concerned has been most encouraging and this has led members of the unit to think that they are not alone in believing that this is a well worthwhile job, and perhaps long overdue.

# Like to join the manpower tecs?

The task is to determine what is required to be done:

to carry out every operation the ship can perform; to maintain the equipment and machinery that enables the ship to perform those operations; to support the personnel engaged in these functions.

It will be necessary not only to decide what needs to be done, but also to determine how to do it, the complement required, and the minimum training personnel needed to accomplish the work.

All this will lead, of course, to standardisation.

Look at your own work. Do you fulfil a useful function all the time? Are you frustrated because you have been trained to perform a skilled task but find that your daily work rarely exercises your real ability?

Could you have finished the last job more efficiently and quickly if only you had been given a few more facts?

How often have you thought, and perhaps said, "We didn't do it this way in my last ship"? How certain are you that it will not be different again in your

next, if someone doesn't use his experience to determine the best way, and do something about it?

It doesn't need much thought to realise the importance, the size and the effects of this undertaking.

Because of this it is essential that the staff of the unit have the qualities required.

Briefly members must have integrity, enthusiasm, wide experience, an open mind and the initiative and ability to work alone.

The unit is in the main staffed by chief petty officers of all trades and specialisations, and vacancies will arise from time to time.

If you consider you have the

qualities required, why not request to join. Names should be submitted through the normal channels to Commodore Naval Drafting.

Any successful applicant could expect to stay for at least two years, and would be given work study training if not already qualified. The unit headquarters are at Haslemere, but staff make fairly frequent but short, visits to ships and establishments, collecting data.

Vacancies are expected soon for:

Chief Petty Officer Writer  
Chief Control Artificer  
Chief Mechanical Engineer  
Chief Petty Officer Steward.

## M.O.D. to streamline duties

As part of the streamlining of the Ministry of Defence headquarters organisation, the post of the Deputy Chief of the Naval Staff will fall vacant in July this year, and will thereafter lapse.

His duties will be re-allocated between the Vice Chief of Naval Staff and the three Assistant Chiefs of Naval Staff.

The Deputy Chief of the Naval Staff's responsibility for Fleet Air Arm matters will be re-allocated to the Assistant Chief of Naval Staff (Operations and Air), previously the A.C.N.S. (O).

The Assistant Chief of Naval Staff (Policy) remains unchanged, but the A.C.N.S. (Warfare) becomes A.C.N.S. (Operational Requirements).

### Supply Officer for Resolution

A lieutenant of the Supply and Secretariat specialisation of the General List is to be included in the schemes of complement for the Resolution class (Polaris) submarines.

The total requirement is nine officers, and the first two will commence training in January, 1969.

## NEW CAREERS—'NORMAL TODAY'

"The transition from the Services to industrial employment is nowadays not an anomaly but a process in natural accord with the trend of the times."

So said the Hon. C. M. Woodhouse, Director of Education and Training, Confederation of British Industry, when he addressed the 83rd general meeting of the Regular Forces Employment Association on May 3.

Pointing out that a man's life could not be carved up nowadays into separate stages, he went on: "Education is not something which just begins at the age of five and ends somewhere between the ages of 15 and 25, according to ability and choice. It goes on throughout a man's life."

"And training is not a process which begins when he starts his first job and ends a few months or years later. It goes on throughout his working life."

"There is, therefore, nothing unusual nowadays in what a Service man is expected to do when he leaves his Service. It is what every able-bodied person should expect to have to do at some stage in his working life."

Emphasising that "firms will benefit by the intake of young men who will have had the opportunity to prove their powers of leadership and capacity for responsibility," Mr. Woodhouse spoke of the value of courses at Government Training Centres. These had been expanding fast in recent years.

### TRAINING CENTRES

"By the end of this year," he said, "there will be 42 Government Training Centres with an annual output approaching 17,000 men; and in the following year these figures will go up to 48, producing 21,000 men a year."

"Their courses will be valuable for all Service men, but particularly for those with capabilities as instructors. Industrialists have a high opinion of Service training establishments."

## LINK TOWN VISITORS



## Make the most of a great idea

On land or sea—wherever you are—saving is a great idea. It's a great idea for anyone who is interested in marriage or making a home.

You'll get far more appreciation from 'her' if you put a regular monthly sum into National Savings. Your money will be absolutely safe and it will earn a steady rate of interest.

You can allot to:  
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The Trustee Savings Bank  
National Savings Certificates

Ask your supply officer about

## NATIONAL SAVINGS

OR WRITE TO: THE SECRETARY, H.M. FORCES SAVINGS COMMITTEE,  
BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDDLESEX.

## JAPANESE PRINCESS ABOARD DEVONSHIRE

Vice-Admiral W. D. O'Brien, Commander-in-Chief, Far East Fleet, welcomes Princess Chichibu of Japan aboard H.M.S. Devonshire when the guided-missile destroyer visited Tokyo on April 17



### Sick Berth medal

The Sick Berth Petty Officer's Efficiency Medal for 1967 has been awarded to PO MA D. Budding.

The Medical Director-General (Naval) was very pleased with the high standard of the entries.

Highlight of a Southsea holiday for pensioners from Great Yarmouth was a visit to Portsmouth Dockyard, where H.M.S. Yarmouth is having a refit. They were escorted by members of the Yarmouth ship's company, among them CPO Coxswain Clifford Crake, of King's Lynn, LS Graham Hugget, of Portsmouth, and LRM Peter Eaves, of Coventry, seen with their guests on the gangway after a tour round H.M.S. Victory. Afterwards the pensioners were presented with a plaque of the ship's crest

### Boyd Trophy presented

The Fleet Air Arm's highest award, the Boyd Trophy, won by 801 Naval Air Squadron, "for continuously outstanding efforts and results" during 1967, was presented by Lady Boyd, widow of Admiral Sir Denis Boyd, at R.N. Air Station, Lossiemouth, on May 22.

The first squadron to be equipped with the Buccaneer Mk. 2, 801 embarked in H.M.S. Victorious and sailed for a year in the Far East, where it undertook an immense operational training task.



## Birthday greetings

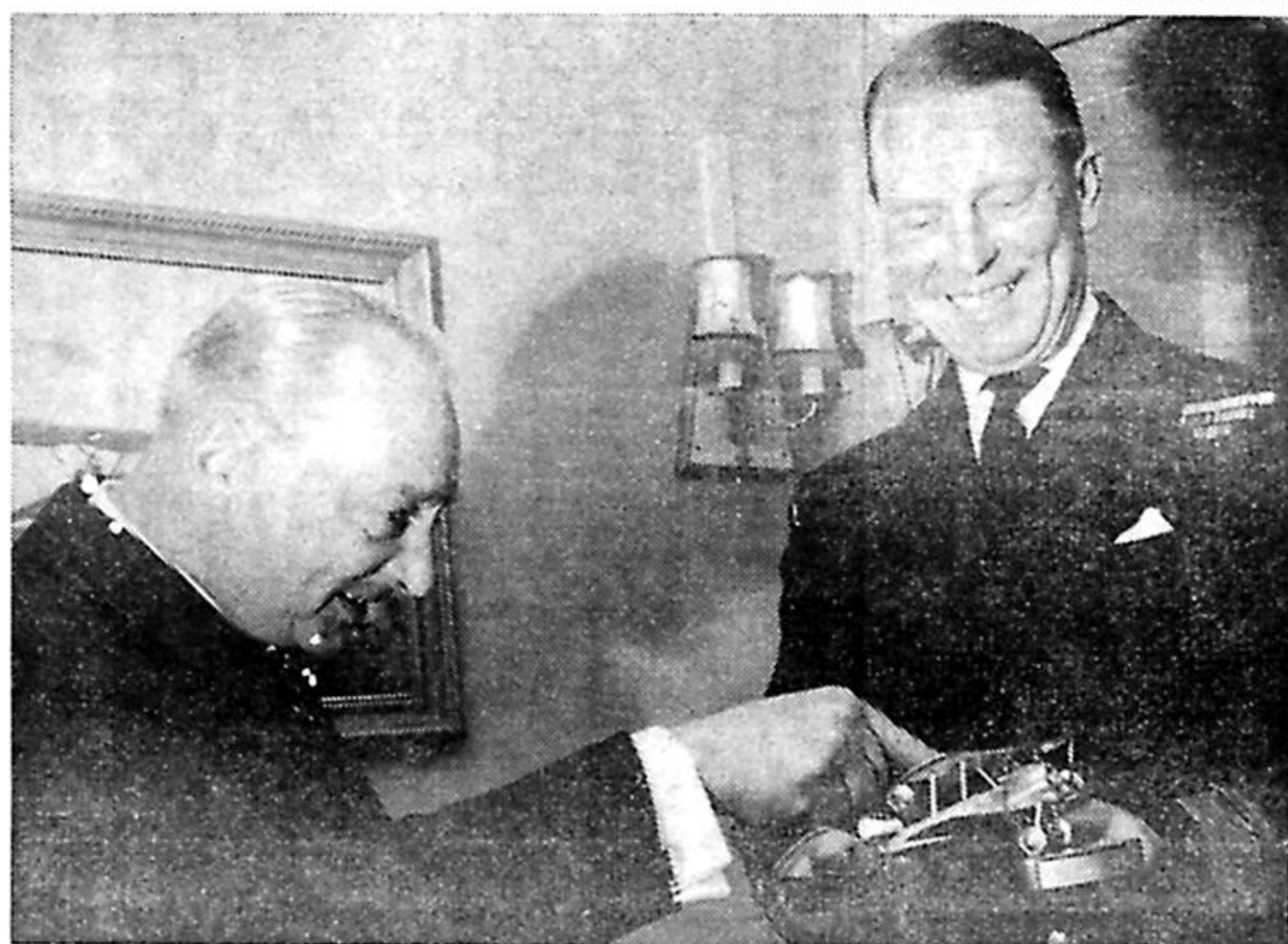
Passing her birthplace on May 10, H.M.S. Torquay, the oldest Type 12 Whitby class anti-submarine frigate, sent greetings to her builders, Messrs. Harland and Wolff, Belfast, on the occasion of the 12th anniversary of the ship's commissioning.

Wishing the ship "many happy returns," the builders said they were delighted that the commanding officer and crew remembered the builders.

## MERCY JOB

While surveying in the North Atlantic on May 17, the survey ship H.M.S. Hecla was ordered to give medical assistance to a member of the crew of the weather ship Reporter, some 250 miles away.

Escorted by R.A.F. Shackletons, Hecla reached the Reporter early next day. Surg.-Lieut. C. M. Lee, from Alverstoke, and LMA K. Bertrand, from Stowmarket, treated the patient for an infected cyst.



After the presentation, the Flag Officer Aircraft Carriers enjoys a joke with Capt. Lewin, who is pointing to a detail in the model

## LONG LINK WITH NAVAL AVIATION

Hawker Siddeley's long association with naval aviation was recognised on May 20, when the company presented a silver model of the famous Sopwith Pup aircraft to the Flag Officer Aircraft Carriers (Rear-Admiral L. D. Empson).

The 50th anniversary of the first deck landing by aircraft, on a ship under way, was celebrated on August 2 last year. It was a Pup made by Sopwith's, one of the original Hawker Siddeley companies.

The model was handed over to Admiral Empson by Capt. E. D. G. Lewin, R.N. (ret.), managing director of the Blackburn Division of Hawker Siddeley, who make the present-day Buccaneer strike aircraft for the Fleet Air Arm.

Capt. Lewin commanded H.M.S. Eagle in 1955, but his former carrier is now in the Far East, and the presentation took place aboard H.M.S. Hermes in Portsmouth Dockyard.

Admiral Empson, thanking Capt. Lewin for a generous and beautiful gift, said it would be a pity if such a fine trophy was not put to use, but allowed just to sit on FOAC's desk. He hoped to have it awarded annually to air crews who distinguished themselves on Fleet Air Arm service.

Capt. Lewin, in making the presentation, said that although it commemorated the 50th anniversary of the first deck landing, it also marked the long links between the Navy and the aircraft companies which formed Hawker Siddeley.

The earliest association was in 1911 when Cdr. Swann took delivery of the first Avro biplane seaplane. Since then Hawker Siddeley companies had provided the Navy with more than 50 types of aircraft, and there had not been a time when there was not one or more in service with naval aviators.

## APPOINTMENTS

### New Flag Officer for Air Command

Vice-Admiral H. R. B. Janvrin, at present the Deputy Chief of Naval Staff (a job which will cease to exist after July, under the plan to streamline the Ministry of Defence headquarters) has been appointed to succeed Vice-Admiral D. C. E. F. Gibson as Flag Officer Naval Air Command.

Admiral Janvrin will take up his new appointment next October.

Another interesting appointment affecting the air world is that of Rear-Admiral L. D. Empson, the present Flag Officer Aircraft Carriers, who takes up the appointment of Assistant Chief of Naval Staff (Operations and Air) in July.

Other recent appointments include the following:

Rear-Admiral A. M. Lewis, Flag Officer Flotillas, Western Fleet, July 1.

Capt. J. R. McKelg, Assistant Chief of Naval Staff (Operational Requirements), May, 1968. Granted rank of rear-admiral while holding appointment.

To be promoted rear-admiral, July 7.

Capt. P. R. C. Higham, Tamar as Commodore in Charge and Queen's Harbour Master Hong Kong, October 9.

To serve in the rank of commodore.

Capt. E. W. Ellis, Victory in command and as Commodore, R.N. Barracks, Portsmouth, October 1.

Capt. I. S. S. Mackay, Eastbourne in command, August 7.

Capt. J. W. M. Pertwee, Euryalus in command and as Capt. (D)1, Far East Fleet, March 24.

Capt. R. A. Marcus, Victory as Captain-in-Charge Ship Maintenance Authority, Portsmouth, August 30.

Capt. D. Hepworth, Alax in command, May 9.

Capt. E. G. Brown, Osprey in command and as Flag Captain to Flag Officer Sea Training, September 25.

Capt. E. A. Berrey, Director of Physical Training and Superintendent, Physical Training School, August 26.

Capt. M. L. Stacey, Victory for Andromeda, July 8, and in command on commissioning, d.t.b.r.

Capt. G. B. Seager-Thomas, President and in charge of R.N. Element at Supreme H.Q. Allied Powers, Europe, August 3.

Cdr. D. G. Cooper, Lochinvar in command and as Capt. (MCM) Home and Captain Fishery Protection, July 4. Granted acting rank of captain, May 3.



Vice-Admiral Janvrin

Cdr. V. H. Howard, Scarborough in command, August 7.

Cdr. D. G. Armytage, Minerva in command, October 22.

Cdr. J. A. de M. Leathers, Sirius in command, December 17.

Cdr. D. H. D. Merrin, Condor as Executive Officer, October 23.

Cdr. B. G. Young, Fulmar as Cdr. (Air), October 23.

Cdr. D. M. G. Brittan, Victory for R.N. School of Management and Work Study, and as Commander in charge, October 23.

Lieut.-Cdr. J. S. Humphreys, Fulmar for 750 Squadron in command, August 16.

Lieut.-Cdr. R. E. Hoskin, Verulam in command, August 20.

Lieut.-Cdr. R. J. D. Allan, Bideston, September 3, in command on recommissioning for trials and service.

Lieut. T. Jones, Crofton, July 15 and in command, d.t.b.r.

Lieut. D. A. Pritchard, Puncheston in command, d.t.b.r.



## The Buccaneer has a new weapon

Already a formidable strike aircraft, the Buccaneer—built for low-level attack below any radar screen—is now equipped with MARTEL air-to-ground missiles. MARTEL (Missile Anti-Radar and Television) has two roles. The anti-radar version penetrates to its target through the strongest electromagnetic defensive systems. The television version is guided to impact by televisual control.

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## 'HAPPY HERMES' FOR FAR EAST

When H.M.S. Hermes recommissioned at Portsmouth on May 17 for her fourth commission, the ship was still the "Happy Hermes," despite starting what could be the last chapter in her life as a aircraft carrier.

Hermes is due to be "phased out" in the early 1970's. A comparatively new ship (she was not completed until November, 1959) it would seem profitable to use her as a commando ship when she sees the last of her fixed-wing aircraft.

The commanding officer, Capt. D. G. Parker, told the ship's company and their guests at the commissioning ceremony that Britain had a continuing requirement for the unique capability of the strike aircraft carrier.

Present at the ceremony were the Commander-in-Chief, Western Fleet (Admiral Sir John Bush), the Flag Officer Naval Air Command (Vice-Admiral D. C. E. F. Gibson), the Deputy Chief of Naval Staff (Vice-Admiral H. R. B. Janvrin), and the Flag Officer Aircraft Carriers (Rear-Admiral L. D. Empson).

Hermes has started her trials and work-up. She is expected to sail for the Far East in July.



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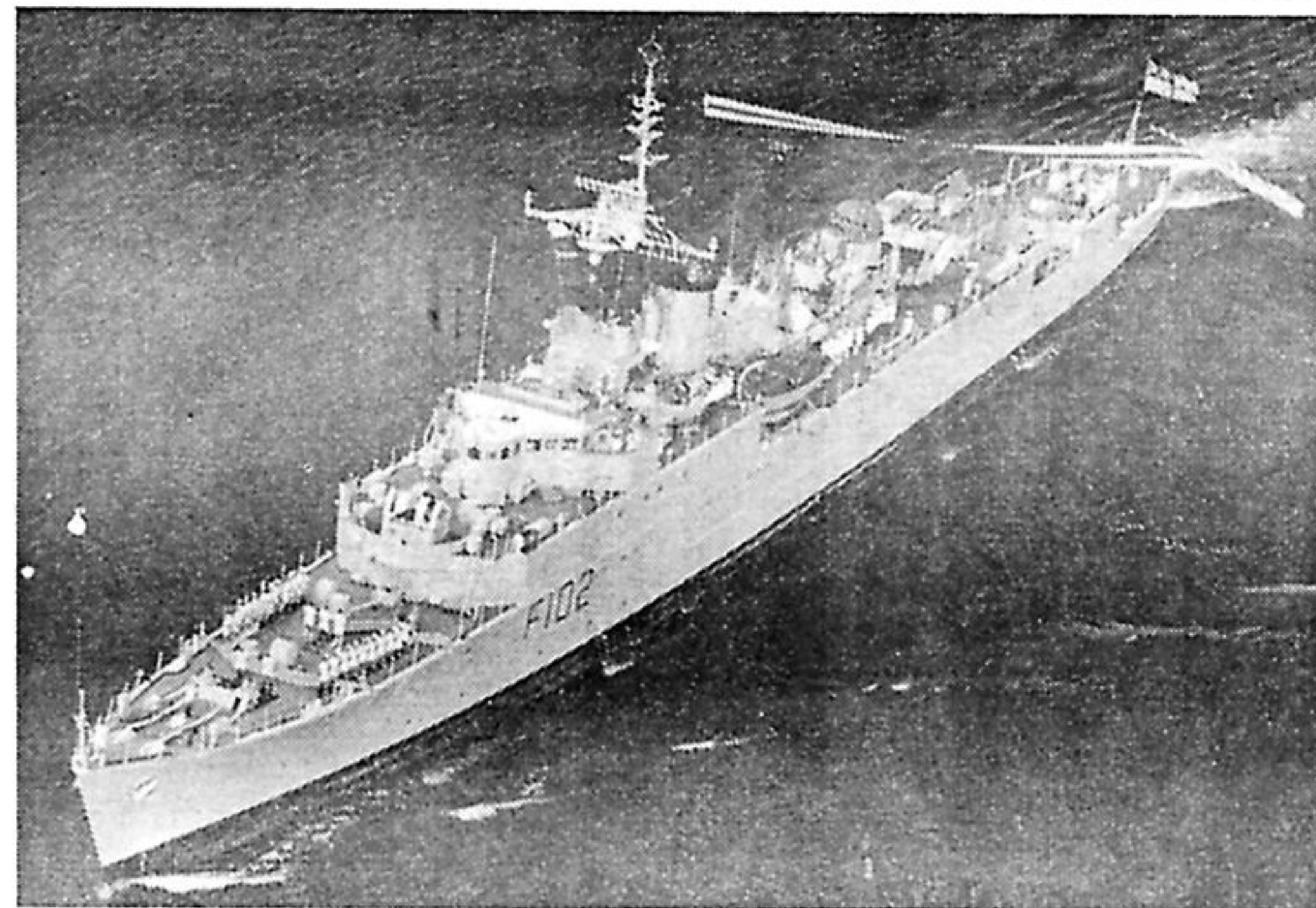
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## ARRIVAL AT SINGAPORE



## Zest's anxious days with no gyro

When H.M.S. Zest arrives at Plymouth on July 4 to pay off after the last leg of her last operational commission, one of the biggest talking points will be the three days in the South Pacific after the gyro compass developed a defect.

As the auxiliary compass was also defective at the time, Zest's only means of steering was a boat's compass lashed to the telemotor reservoirs in the wheelhouse.

It was a somewhat anxious

time on board, as the waters of the South Pacific cannot be described as the best charted in the world.

The ship's staff managed to repair the gyro, and the news was very welcome, particularly as it came just before the frigate was scheduled to rendezvous with R.F.A. Tidereach to replenish with much-needed fuel.

## EXCITING TOUR

The defective gyro meant that visits to Auki and Gizo in the Solomon Islands had to be cancelled.

This was a pity, of course, but the ship's company couldn't really grumble for although they had done two long Beira patrols, one of which included two cyclones, the time since leaving England on October 9 last year had been more than a little exciting.

Zest had visited Gibraltar, Simonstown, Mombasa, Gan, 17 days in Sydney, a couple of weeks in New Zealand visiting Dunedin and New Plymouth,

Manus, Yokohama, Shimoda, Hong Kong and, six months after joining the Far East Fleet, Singapore.

While in Hong Kong nearly 85 per cent of the ship's company became blood donors.

A Red Cross official wrote afterwards to Cdr. P. L. Poland, commanding officer of H.M.S. Zest: "This is a most impressive total, in fact, an all-time record percentage for all navies."

## Reunion at Lee

The Telegraphist Air Gunners' Association held its annual memorial service at the Fleet Air Arm Memorial at Lee-on-Solent on May 26.

Wreaths were laid by Mr. F. Sharp, chairman of the association, Mr. F. Stewart for the Southern branch, Mr. E. Kerridge for the Northern branch, Vice-Admiral D. C. E. F. Gibson, for the Naval Air Command, and Vice-Admiral Sir Richard Smeeton, for the Fleet Air Arm Officers' Association.

The lesson was read by Rear-Admiral P. M. C. Illingworth.

## CALLING OLD SHIPMATES

Mr. W. A. Clark, an ex-Royal Marine, of 3 Marion Close, Bushey, Watford (Tel. Watford 28031), is arranging a reunion of all ranks who served in H.M.S. Carlisle during the Second World War. Ex-Carlisle personnel wishing to attend the reunion should contact Mr. Clark direct.

Mr. J. H. Elliot, 880 Mandalay Avenue, Appt. 702, Clearwater Beach, Florida, U.S.A. 33515, who is hoping to visit Britain this summer, is anxious to contact engine room artificers who served with him in H.M.S. Royalist, 1917 to 1919. Royalist was then commanded by Capt. Hon. Mathew Best.

The 1968 dinner of the Portsmouth Royal Marines ex-Buglers' Dinner Club will be held at the R.M. Barracks, Eastney, on Saturday, October 19.

Those who have attended before will be given further details. Others should contact the Assistant Secretary, 19 Alma Street, Gosport.

## Death of Vian of the Cossack

Admiral of the Fleet Sir Philip Louis Vian, "Vian of the Cossack" died on May 27 at the age of 73.

Sir Philip was captain of the destroyer H.M.S. Cossack which, in February, 1940, rescued British seamen from the German supply ship Altmark in Jossing Fjord, Norway.

He took part in the Norway campaign, the Bismark action, Russian convoys, Mediterranean operations, Salerno and Normandy landings, and commanded the carrier task force of the British Pacific Fleet.

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# APPOINTMENTS and VACANCIES

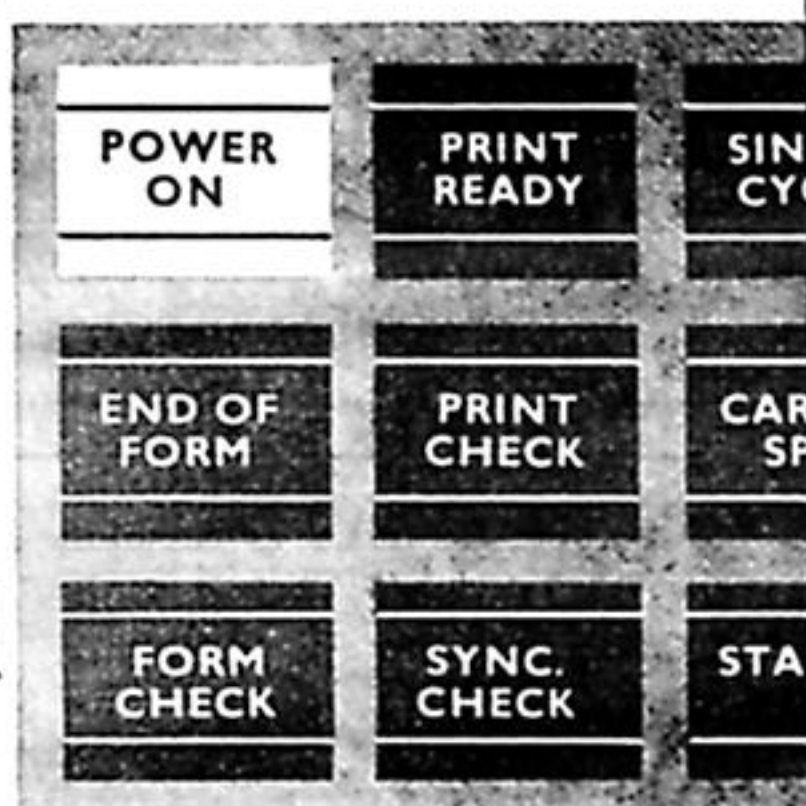
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## NAVY-BACKED ATLANTIC ENTRY

A naval apprentice who won his way to commissioned rank sets out this month on the greatest adventure of his life—as a competitor in the 1968 single-handed trans-Atlantic race, described as the loneliest and toughest event of its kind in the world.

Leslie Williams, only son of Mr. and Mrs. C. Williams, of Walsall (Staffs), joined the Royal Navy in 1948 as an artificer apprentice. Since training at H.M.S. Fisgard he has always served with the Fleet Air Arm. He was commissioned in 1961 and now holds the rank of lieutenant.

## A Sea Scout

Before joining the Navy, Lieut. Williams learned to sail dinghies as a Sea Scout, and during his Service life has continued to take advantage of the recreational opportunities offered.

Some years ago, on going to H.M.S. Daedalus, at Lee-on-Solent, he "graduated" from whalers and R.N. fourteen-footers to bigger boats, obtaining his yacht skipper's ticket in 1959.

Lieut. Williams has taken in all the Royal Ocean Racing Club fixtures, including four Fastnet Races.

But he did not find the Fastnets living up to their reputation. "They were mostly easy stuff," he told "Navy News."

## 'Over the Pond'

Running the sail training yacht Merlin gave him the opportunity in 1964 to go to America in the Tall Ships Race—Lisbon, Bermuda, and New York. This was his first experience of sailing "over The Pond," and while in America he met and talked with compe-

# Lone race is world's toughest



Lieut. J. L. R. Williams

titors in a previous single-handed Atlantic race.

Perhaps this was the start of his "lone sailor" ambitions. At any rate, soon afterwards he was able to gain more experience with the use of the

37-foot sloop Blue Saluki, which was on loan to the Royal Naval Sailing Association. Participation in the two-man round-Britain race got him used to the vane self-steering gear—so essential for any serious single-handed work.

## Lyme Bay race

When "Navy News" called on Lieut. Williams in his 53-foot entry Spirit of Cutty Sark at the Hornet Naval Yacht Centre, Gosport, he had just returned from taking part in the R.O.R.C.'s Lyme Bay race with a crew of seven.

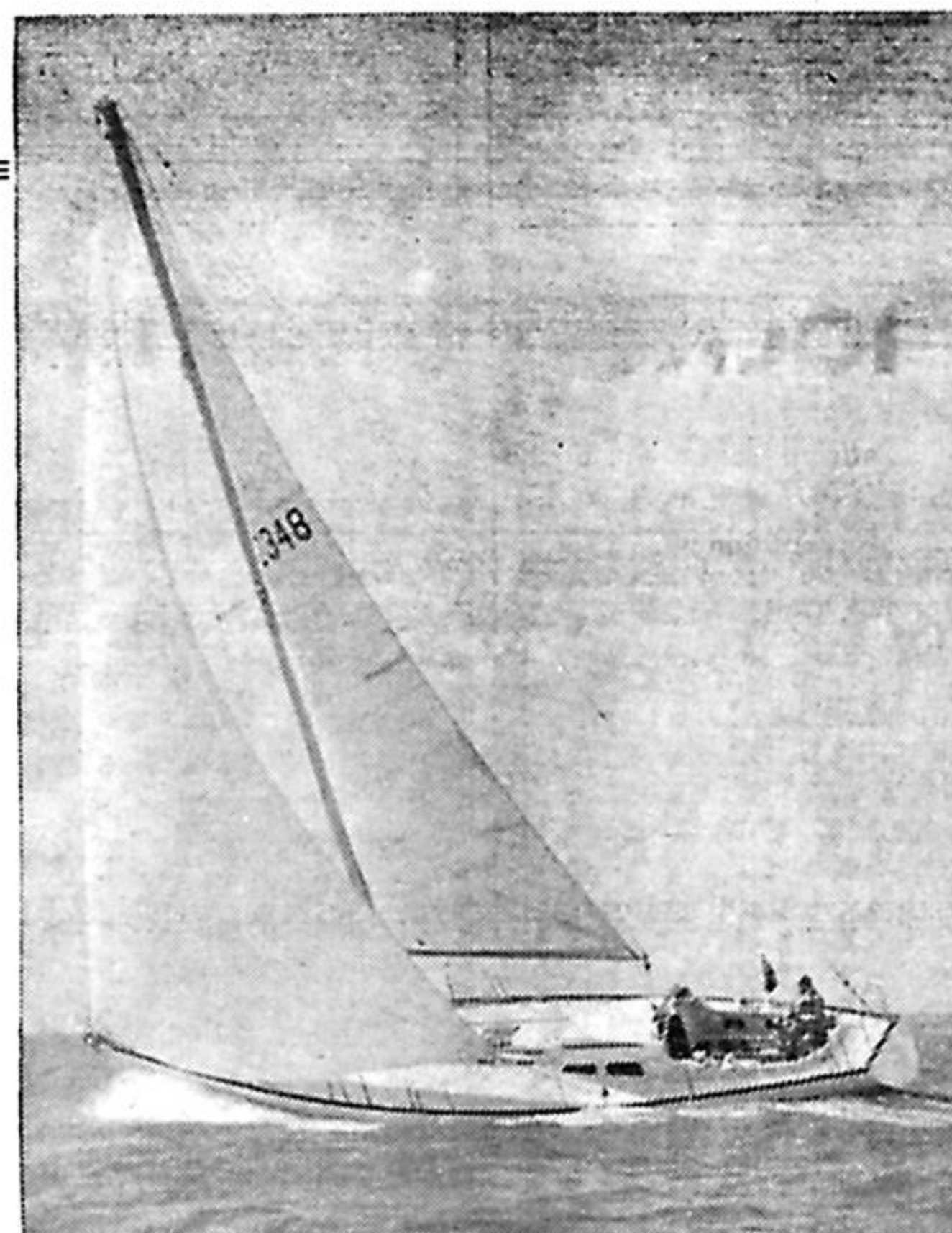
His sloop was second to finish and was third on corrected time in Class 1.

"I was naturally disappointed not to win," he said, "but we had a good deal of calm in which the lack of 'ghosting' sails had a deciding effect."

"However, it was pleasant to have an R.N.S.A. boat out in front, and the race gave me tremendous confidence in her."

"Not having an expensive wardrobe of sails, the result must be regarded as very satisfying. When we did get the wind, Spirit of Cutty Sark certainly moved along."

Aboard the yacht, there was



Fine action picture of the Spirit of Cutty Sark on trials in the Solent

great activity in preparing for departure in a few days on a 500-mile preliminary to the big event.

All entrants in the Atlantic race who have not competed before had to complete this qualifying single-handed trip by May 27.

## Solo cruise

Lieut. Williams finished his 500-mile solo cruise at Plymouth, where he made final preparations for the start of the race on June 1.

By today's standards, Spirit of Cutty Sark is a big yacht—the heaviest in the race.

Asked if he thought that this

"With modern winches and gear it is physically possible to handle a bigger boat, though there does come the question of fatigue in the time taken for sail changes."

All the same, to most small-boat yachtsmen, the idea of handling a 2,000-square-foot spinnaker remains somewhat awe-inspiring, and that is the size which will be aboard Spirit of Cutty Sark. An inexperienced man on the halyard could easily be lifted up the mast.

Talking about adventure opportunities in the Navy today, Lieut. Williams said he regarded himself as very fortunate to have such an exceptional opportunity.

## His appreciation

"I appreciate very much that the Navy has allowed me to take part," he said. "I have five months' leave to prepare, race, and get back."

Spirit of Cutty Sark, the world's largest series-built glass fibre yacht, is sponsored by the whisky firm of the same name.

Besides the full backing of the Navy, Lieut. Williams in his preparations and fitting out has had valuable assistance from officers and ratings at both R.N. Air Stations in which he has served during the past 12 months—Culdrose (Cornwall), and Lee-on-Solent (Hants).

## FOUR ENTRIES ARE R.N.S.A.

Besides Lieut. Williams, there are three other Royal Naval Sailing Association entries in the race—

ROB ROY (32-foot ketch): Rev. S. W. Pakenham, who retired from the F.A.A. in 1954 to take up Holy Orders.

MYTH OF MALHAM (39-foot cutter): N. T. J. Bevan, who was in the Telegraphist Branch during the war, and is now technical manager of Elliott Automation (Naval Division).

OCEAN HIGHLANDER (45-foot catamaran): Lieut. A. Munro, who retired from F.A.A. in 1967.

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# Shock for opposition from 'wooden spoon' hockey eleven

To conclude a dismal hockey season during which the Navy XI won only one game, drew six and lost eight, scoring only 15 goals against 32, and lost both inter-Service matches, the Royal Navy Hockey Association sent a team to take part in a Hockey Festival organised by B.A.O.R. at Rhiendarlen in Germany from April 24 to 30.

Only six of the regular Navy XI were able to go, but the gaps were ably filled by experienced players, of which Sgt. C. Playle-Mitchell, Sub-Lieut. G. Hartman, Lieut. R. Gee, Capt. R. Hooper, R.M., and Lieut. A. Dunlop, R.M., have yet to earn their full Navy caps.

It was agreed between Lieut. J. Corbett, team manager, and Lieut. D. Wilson, team captain, that although the team would take part in all events in a true festive spirit, giving equal priorities to social events and hockey, the Navy had a poor

reputation to erase and in this the team were determined to succeed.

The opposition were not to be taken lightly and included British Army Germany who have yet to lose a match in two seasons, R.A.F. Germany, Munchengladbach Civilians, who recently drew 2-2 with the England XI, Bomber Command, Army U.K., and R.M.A. Sandhurst.

## SET PATTERN

The first Navy match caused some speculation among the other teams, and set a pattern for future matches, when the Navy completely outclassed R.A.F. Germany, to win 4-1.

This victory was followed by others against R.M.A. Sandhurst, 4-2 (all Navy goals being scored in the first half), and Munchengladbach 5-3.

The final was played between the Navy and Army Germany.

The match lived up to all expectations as far as the standard was concerned and delighted the large crowd of spectators. Unfortunately the vast quantities of beer consumed over the previous five days weighed heavily on the Navy during the first half and early second half, and it was, with the score 3-2 in Army Germany's favour and 20 minutes to go, with the Navy pressing hard for the equaliser, that disaster struck.

## A PASSENGER

Lieut. Wilson, the Navy inside left, pulled a hamstring and had to remain a passenger for the remainder of the match.

The score remained at 3-2 but full credit must be given to Army Germany for an excellent game.

The festival ended with a representative match between Combined Services Germany and Combined Services U.K. which resulted in a well deserved win for the latter, 2-0. The U.K. team consisted virtually of the successful Navy forward line with the strong Army defence.

The success of this Navy XI can be attributed to two main factors. Firstly team spirit and secondly the style of hockey played.

# NAVY WRESTS CYCLE HONOUR

The Royal Navy, for the first time, has won the Inter-Service 25-mile Time Trial cycling race, beating the runners-up, the Royal Air Force, by two seconds short of three minutes.

The individual winner was L. M(E) M. Dingledein, who

also broke the Navy Individual competition record by 25 seconds. The previous record, created by AB Paxton in 1954, stood at 1 hr. 0 min. 54 sec.

Mne M. Parker finished second overall in 1 hr. 1 min. 28 sec. and Sub-Lieut. J. A. Fowler, the third counter for the team, came seventh overall, achieving a personal best time of 1 hr. 3 min. 2 sec.

There were 71 entries.

## 50-MILE WIN

The Inter-Service 50-mile Time Trial cycling championship, held on May 19, on Emsworth-Chichester-Arundel roads, resulted in a win for the Royal Navy. The R.A.F. was second with the Army third.

The Navy's winning team consisted of L. M(E) M. Dingledein (Victory), PO R. El. J. Gregory (Collingwood) and El Mech App. M. Roberts (Lynx).

The race also decided the Royal Navy 50-mile Time Trial championship. Dingledein's winning time was 2 hr. 8 min. 03 sec.

## Blow to Max

Although, as reported in the May issue of "Navy News," Royal Marine Max Smith won his way to the final of the Amateur Boxing Association, he had to withdraw from the contest because of a displaced bone in his hand.

In the semi-final at Manchester on April 26 he beat Willie Stack, but suffered a badly cut lip and severe swelling of the right hand.

A medical inspection on May 6 disclosed the displaced bone. Apart from the chance of winning his second title, Max Smith seems to have lost the chance of going to Mexico to compete in the Olympic Games.

# Nothing 'rocky' about Gib. soccer

A squad of 15 players, coach, team attendant and four Services' Football Association officers were, at the beginning of May, able to visit Gibraltar for two matches.

At Motspur Park, prior to the tour, the Combined Services had a leg-stretching game against the British Universities, registering a 2-0 win which, considering the opposition, was most encouraging.

The first match in Gibraltar, on May 4, was against the Combined Services of Gibraltar, mainly to provide more leg-stretching, and to acclimatise the team.

This was the only win that the United Kingdom team had, and then only by a lone goal.

## LOCALS VERY FAST

The U.K. team, even at the end of the match, had not adapted itself and was far from happy.

As ever, of course, the local servicemen did not give the U.K. team the respect that they deserved, or that was to be expected.

Instead they really got "stuck in," were very fast and gave the servicemen of England no time to show their skill or to dominate.

Obviously the local tactics and the know-how displayed

were just the proper approach to adopt.

The opposition on May 5 was Gibraltar Football Association, and the locals won 2-0. Never has a game been so one-sided regarding possession or opportunities of the Combined Services (U.K.) and yet they came from the field defeated.

Even the press and the senior officers of the Gibraltar Foot-

ball Association were the first to remark how much against the run of the play was their victory. Nor was this pure condescension for, as we know, the press is invariably the first to praise its locals.

Nevertheless, in the presence of the Governor and Flag Officer, Gibraltar, the Combined Services team (U.K.) delighted the spectators, and most enjoyed watching a game played above the level that is normally witnessed in Gibraltar by amateurs.

J. F. E.

# TO LEAD U.S. RUGGER TEAM

The appointment of Brian Goodwin to lead the U.S. (Portsmouth) rugby side next season was confirmed at the annual meeting of the club on April 29.

The retiring captain, Peter Eastwood, felt that what they had set out to do at the beginning of the season last September—to play good rugby—had produced excellent results.

The season had been the most successful one for the past 11 years, but he suggested that an official coach or physical training expert should be appointed before the first match of the new season.

An investigation is to take place into the possibility of

arranging a match next September in memory of the rugby international, W. J. A. Davies, who died last year.

The 1968/69 season will start with a two match tour of Somerset. The first match will be with Minehead Barbarians on September 7, and two days later the opposition will be Bridgwater.

The first club match will be against London Irish on September 21.

It was stated at the meeting that a new clubhouse is envisaged in a couple of seasons' time. Planning permission had been obtained, and it was hoped that work would start next year.

In gusting winds and drizzle, well over 200 men and women of the Portsmouth Command assembled at Tipner on May 13 for the Small Arms meeting.

Teams were entered from

# Bellerophon P.O. new small arms champion

all corners of the Command, from Ganges and Pembroke

in the east and Osprey in the west, as well as the local Portsmouth contingents.

There were only two ship entries—one from H.M.S. Blake and one from H.M.S. Hampshire.

CEA Leadbeater, small arms champion for the past three years, was one of Hampshire's team.

H.M.S. Collingwood and H.M.S. St. Vincent entered some juniors and apprentices, but the usual strong team of juniors from H.M.S. Ganges was missed.

The Portsmouth Command shoot serves as an arena for competition between teams and individuals, but it also gives the selectors, under Inst. Lieut.-Cdr. D. G. M. Branwood, a chance to "run the rule" over people to represent the Command and, later maybe, the Navy.

To this end, most of the regulars of past years were on view as well as a few promising newcomers.

At the end of the week a new "Small Arms Champion," PO S. A. Colin Kendall, of H.M.S. Bellerophon, was announced.

His successes were: Highest aggregate in Ryder Cup, Willis Trophy, Tipner Shield, final stage of the Rifle Championship, both stages of the "Excellent" Cup and the "Queen Elizabeth" Cup.

PO Kendall and his family with the trophies

(Photo, NA T. Brevilly)



# Water polo win for Army

The first of what, it is hoped, will be an annual affair, an international quadrangular water polo tournament between the Navy, the Army, the Scottish under 21 and the Welsh under 21, took place in the R.N. swimming bath in H.M.S. Caledonia, Rosyth, on April 27.

The Army won the tournament (although beaten by the Navy), the Navy and Scotland being equal second.

The player of the tournament was Mne Barry Sheppard of 43 Commando, who was subsequently invited to attend the Great Britain under 21 water polo trials at Walsall on June 16.





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## Nine seasons in Navy football

REA Derek Godwin, now serving in H.M.S. Daedalus at Lee-on-Solent, described by one who has watched his progress on the soccer field as "a delightful type of chap, and is most respected by his team-mates," joined the Service in 1959.

He was fairly well known before joining the Fleet Air Arm, having played three seasons for the Gosport Borough A.F.C., had a trial for Brighton F.C., and obtained his Hampshire County Senior Colours.

Apart from two seasons, 1965 and 1966, when he was serving in H.M.S. Devonshire in the Far East, Derek Godwin has played for the Royal Navy XI since 1959.

### PLAYED IN FAR EAST

While in Devonshire he played for the Navy in the Far East, for the Joint Services and for Singapore State versus touring teams.

During two seasons with Hendon F.C., which he joined on entering the Service, Godwin won Middlesex Senior Cup and Athenian League medals.

### DISAPPOINTMENT

His biggest disappointment was being "cup-tied" from Hendon F.C. Amateur Cup winning team in his first season.

In 1963, because of drafting, he left London soccer and played for Waterlooville, being again selected for Hampshire.

### SPORTSMAN OF THE MONTH



REA Derek Godwin

In 1964 he captained the Navy XI which registered the first Inter-Service championship since 1949.

More colours went to this outstanding footballer in 1964. He was drafted to Cudrose and played for Falmouth Town, receiving Cornwall County colours.

During the last two soccer seasons Derek Godwin has captained the Portsmouth Royal Navy team and the Royal Navy XI, playing again for Hampshire in 1967 and for the British Combined Services in 1968.

Last season Godwin was moved from left back to centre half. In consequence there has been so much improvement that his Royal Navy playing career could now be extended for a further three or four seasons.

### MATELOTS' DERBY

The "Matelots' Derby," run in conjunction with the Chichester to Portsmouth (16 miles) road race on May 11, was won by CPO Clare, of H.M.S. Fulmar.

The naval winner was ninth in the open race. The other competitors, with their finishing position in the open in brackets, were: 2—PO Morralee (23), 3—Cpl. Flanagan (24), 4—SA Preston (26), 5—ERA Clark (37), 6—Lieut.-Cdr. Pape (38), 7—PO Setchell (41), 8—LS Stockton (46) and 9—LS Ellis (48).

Cpl. Flanagan gained the second handicap prize, with the third going to CPO Clare. PO Morralee got the award for the first Hampshire runner gaining no other prize, and Lieut.-Cdr. Pape the second veteran's award.

### Youth football

Proposals for developing youth football were outlined at the annual meeting of the Portsmouth Command Football Association on May 14.

The Association's chairman, Commodore R. Young, congratulated the players and officials on a most successful season.

The Portsmouth Royal Navy side were Division II champions of the Hampshire League, the reserves finished fifth in the Portsmouth League Senior Division I, and the Command were runners-up in the Inter-Command League.

The first ever Royal Navy Highland pentathlon was held at Aviemore on May 4 and 5, the winning team—Lieut.-Cdr. S. G. Austin, Shpt. App. N. Osmond and Lieut. P. Bruce coming from H.M.S. Caledonia.

### RUNNERS BEAT TOUGH COURSE

## Three wins for Navy team

The road section of the Royal Naval Athletic Club (South) recorded the most outstanding success of its existence when it won the Team Championship in the Road Runners Club National Marathon championship on May 18, over a tough course in the Isle of Wight.

At the same time the club won the team trophy for the Isle of Wight marathon and the Hampshire County championship.

Ninety-six runners took part, 89 finishing. The winner was R. Cressey, of Hillingdon Athletic Club, who said, "It was easy." His time was 2 hr. 28 min. 49 sec., just over two minutes outside the record.

PO D. McFadzean was second in 2 hr. 34 min. 12 sec. Other R.N.A.C. (South) finishers were: Cpl. Flanagan (9), PO Morralee (14), PO Setchell (29), ERA Clark (37), SA Preston (46), RO Markham (66), LS Stockton (67).

Cpl. Flanagan won the Hampshire County Individual championship and the third handicap prize. PO Morralee won the fourth handicap prize.

### Ninth out of 800

In the Boston (Mass.) 1968 marathon, a classic of the American long distance running calendar, PO McFadzean, of R.N. Air Station, Cudrose, finished in ninth place in a time of 2 hr. 32 min. 27 sec. out of a field of 800 competitors, many of whom were international athletes.

Despite an injury which necessitated a loss of 50 per cent. of his training mileage, McFadzean still equalled his placing of last year.

### SPORTING ROUND-UP

#### Plymouth swimming

The apprentices' swimming bath in H.M.S. Figgard provided the perfect setting for this year's successful Plymouth Command swimming championships, held on May 27 and 28.

Eight Command records were bettered, but the most encouraging sign was the large number of entries.

Of the individual performances the one most worthy of note was that of Wren Bartholomew.

Her 100 yards free-style in 66.7 seconds was only 0.7 seconds outside the Royal Navy Women's record. Wren Bartholomew also won the 33 and one-third yards free-style in a new record time of 18.4 seconds and the individual medley, three by 33 and one-third yards, in 1 min. 25 sec.

#### Cannon Trophy

The Cannon Trophy, presented by Colonel Thomas Sutton for Inter-Services small-bore rifle shooting—30-a-side teams—has been won by the Royal Navy.

Possibles, 200 out of 200, were shot by Capt. D. Corke, R.E.M.E., Staff-Sgt. D. W. Marshall, R.A., and Sgt. A. Allen, R.A.F.

#### Read Cup back

The Read Cup, presented in 1960 by Capt. S. J. Read, for sailing competitions between the Royal Navy and the United States Navy "as opportunity offers," was won on May 16 by the Royal Navy.

Bosun dinghies were used and the star of the British team was CPO Peter Woolner, of H.M.S. Daedalus.

The race took place off Whale Island, the team managers being Lieut.-Cdr. K. O. Bright of H.M.S. Excellent and T. Simone of U.S.S. Essex.

Capt. Read, accompanied by his wife, watched the race.

Submariners from the two navies are planning another contest for later this year between nuclear submarine crews stationed at Holy Loch.

#### Ganges juniors

Three juniors from H.M.S. Ganges, JRO Hawthorne, J.Sea. Dando, and J.Sea. Frampton reached the final of the Amateur Boxing Association junior championships (N.E. London zone).

Dando and Frampton lost their matches, but Hawthorne went on to the London zone, losing in the final (on points) to last year's winner.

#### Yeovilton soccer

After winning the South Western Services League and Knock-Out Cup in the 1966/67 season, the soccer men of R.N. Air Station, Yeovilton, looked for fresh fields to conquer.

Accordingly the station entered the Western Services League, which consists of seven R.A.F. stations and Yeovilton.

Following the previous season's achievement, Yeovilton shared top position in the league, but were placed second on goal average.

The station's team also reached the final of the cup. Hopes were high, but R.A.F. Locking dashed these by winning 7-2.

The winning team played much better football than when Yeovilton beat them in a league match a month previously by 4-2.



Left to right: SCPO R. Parry, Lieut.-Cdr. N. Carter, Lieut. C. Llewellyn, Sgt. T. Harrison  
(Photo: PO Phot Morris)

## FINE FENCING IN NAVY CHAMPIONSHIP

After a break of several years, the Royal Navy Fencing Championships were held at the R.N. School of Physical Training, Portsmouth, last month.

This year's championships must rank as one of the strongest ever held, in spite of the absence of some top Navy fencers.

Sgt. T. Harrison, of the R.N. College, Greenwich, is taking

full advantage of the opportunity to train with some of the country's top fencers.

He proved this by dominating the championships with a fine win at foil, runner-up at epee and the overall champion at arms trophy.

CREA D. Foster had a good return to fencing, being placed third in the foil. He has been overseas for some time.

#### TOO ERRATIC

PO R. Pillar also returned to the fold from Singapore. He did not have as good a championship as was expected, for he has fenced well for the Navy on several occasions since his return. He was a little too erratic and far below his best form.

Lieut. C. Llewellyn fenced with more determination than usual and proved again how important training is with a very competent win at epee.

Cpl. A. Pettit moved up into Navy standard with enough victories to place him fourth in the epee. More competitive experience and training will make him into an extremely good fencer.

#### POPULAR WIN

The most popular win of the week was Inst. Lieut.-Cdr. N. Carter's at sabre. Nigel Carter was an advanced fencing coach before he joined the Navy.

Not only has he fenced regularly for the Navy but he has produced several winning unit teams from H.M.S. Thunderer, which he repeated this year.

SCPO R. Parry entered a unit from H.M.S. Bulwark. This was the first team ever entered by a ship and, although it didn't win, the team gave a very good account of itself.

CPO Parry also showed individual form by being placed second in the sabre.

#### Cardiff superior

The athletics match at the Victory Stadium, Portsmouth, on May 15 between the Royal Navy Amateur Athletic Association, the Cardiff Training Colleges, and St. Luke's College, Exeter, provided close finishes in many events, with the Cardiff Colleges having the edge.

Points were: Cardiff, 152; Royal Navy, 138; St. Luke's, 87.

Of the 19 events Cardiff won 11 to the Navy's six, and St. Luke's two.

#### NAVAL CLUB'S WIN

In a 12-event inter-club match at Portsmouth on May 18, the Royal Naval Athletic Club (South) won an exciting contest by a very narrow margin.

The naval club scored 65 points. Portsmouth A.C. were second with 61 points, while Brighton and Hove A.C. were only a point behind. Worthing Harriers were fourth with 15 points.

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